

## REPORT

OF

## THE RAILWAY FREIGHT STRUCTURE ENQUIRY COMMITTEE

1955-57

Volume I (Part-I)

सत्यमेव जयते

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

PRINTED AT THE SOUTHERN RAILWAY PRESS, RAYAPURAM, MADRAS

## THE RAILWAY FREIGHT STRUCTURE ENQUIRY COMMITTEE, 1955-57

## TABLE OF CONTENTS

Para	Subject							
	CHAPTER I							
	INTRODUCTION							
1	Appointment of the Committee and the terms of reference	1						
2	Inauguration of the Committee	1						
3	Questionnaires	1						
4	Committee's tours and examination of witnesses	2						
5	Particulars of parties from whom replies were received and witnesses examined	2						
6	Acknowledgments	2						
7	One member drops out of the Committee	2						
	CHAPTER II							
	A BRIEF SURVEY OF THE HISTORY OF RAIL FREIGHT							
	RATES IN INDIA							
8 to 10	Railway Development and industrial growth in the period prior to World War I	3						
11	The evolution of the freight structure during this period and its relation to industry	3 & 4						
12	Scales of rates and classification in the early years	4						
13 to 15	Maxima rates	5						
16 to 19	Events in 1869 and 1870 which influenced railway rating policy	6						
20	Beginning of inter-railway competition	6						
21 to 23	The historic resolution of 1887 enunciating principles to regulate the fixation of rates.	6&7.						
24 to 26	Notification of maxima and minima rates	8						
27	Early references to railway rating in reviews by railway experts	8 & 9						
28 & 29	Early attempts at simplification and unification of the railways' tariffs	9						
30 & 31	Impact of the First World War on railway rating policy—routing and rating agreements between railways	9 & 10						
32	Surcharges levied during the First World War	10						
33	Revision of the Freight Structure in 1922	10 & 11						
34	Re-orientation of railway rating policy in response to public opinion	11						

PARA	Subject							
	CHAPTER II—concld.	<u> </u>						
:	A BRIEF SURVEY OF THE HISTORY OF RAIL FREIGHT RATES IN INDIA—concid.							
35	References to railway rates in the Industrial Commission's Report, 1916-18.	12						
36	References in the Indian Fiscal Commission Report, 1922	12						
37 to 40	The evolution of the Freight Structure during the inter-war period	12 & 13						
41	The effect of the report of the Indian Tariff Board, 1929, on the "heavy chemical industry," on railway policy regarding promotional rates	13						
42 to 44	Assistance given by railways through their rating policy to the major industries	13 & 14						
45 & 46	References to railway rating in the report of the Royal Commission on agriculture (1928)	14						
47	The 1936 revision of the Freight Structure	14 & 15						
48	Limited results of revision—some of the major defects left untouched	15						
49 & 50	Schedule rates, terminal and transhipment charges	15 & 16						
51	References to railway rating in the report of the Indian Railway Enquiry Committee, (1936-37) (Wedgwood Committee)	16						
52	References to railway rating by the Indian Railway Enquiry Committee, 1947	16						
53 to 55	Revision of the Freight Structure in 1948	16 & 17						
56 to 62	Objects of the 1948 revision	18						
63	References to railway rating in the report of the Indian Fiscal Commission, (1950)	19						
, 64	References in the Taxation Enquiry Commission's Report, 1953-54	19						
65 to 67	Recent changes in the Freight Structure—1955 and 1956	19						
	CHAPTER III							
	THE GENERAL PATTERN OF THE REVISED RATES STRUCTURE AND ITS IMPACT ON PUBLIC OPINION							
68	The main features of the 1948 revision—telescopic basis of rates and with- drawal of station-to-station rates—re-action of the public	20						
69	Object of 1948 revision—operation and financial integration of all railways compels elimination of diversity of practice	20 & 21						
70	Old export, import and other preferential rates—generally removed	21						
71	The large number of old station-to-station rates had to go in the altered circumstances—no evidence that industries concerned had any set-back as a result	21						
72 & 73	The general rate level compared with other countries	22						

Para	Subject									
	CHAPTER III—concid.									
	THE GENERAL PATTERN OF THE REVISED RATES STRUCTURE AND ITS IMPACT ON PUBLIC OPINION—concld.									
74 & 75	The existing structure of class rates and wagon-load scales—its short-comings. 2									
76	A common taper is necessary for class rates and wagon-load scales	23								
77 & 78	The existing legs of the telescopes—criticisms—need for revision	23 & 24								
79	Ceiling on rates—existing practice	24								
80	Other aspects of freight charges in the 1948 structure	24								
81 & 82	Wagon-load scales	24								
83	Alleged rigidity of the 1948 structure	24								
	CHAPTER IV									
	BASIS FOR A NEW FREIGHT RATE STRUCTURE									
<b>84</b> to 87	Telescopic pattern of legs	25 & <b>2</b> 6								
88	Integrated scale of rates to cover both the class rates and wagon-load scales	26								
89 & 90	Percentage class rates—revised nomenclature recommended	26								
<b>9</b> 1 to 96	Classification of "smalls" and wagon-loads	27								
97 & 98	Relativity between class rates and wagon-load rates	28 & 29								
99	The number of classes recommended	29								
100 to 105	Minimum weight conditions	29 to 31								
106 to 108	Articles charged on a minimum weight per consignment	31 & 32								
109	Loading and unloading by owners in respect of wagon-load classification and rates	32								
110 & 111	Minimum weight conditions in booking from metre gauge to broad gauge	32								
112 to 115	Other aspects of freight charges—the terminal charge	32 <b>&amp; 33</b>								
116	The short distance charge	33 & 34								
117	The transhipment charge	34								
118	Ghat charges	34								
119	The minimum distance for charge	34								
120	The minimum weight for acceptance and for charge	34								
121	The minimum charge for wagon-load consignments	35								
122	The minimum charge for "smalls"	35								
123	Maxima and minima rates	35								

Para	SUBJECT	PAGE
	CHAPTER V	, 
į	THE SCALE OF RATES, THE IMPACT OF THE SECOND FIVE-YEAR PLAN ON ITS EVOLUTION—THE NEED TO KEEP THE FINANCIAL STABILITY OF RAILWAYS IN VIEW WHILST EVOLVING THE SAME	
124 & 125	The first stage of evolution—knocking off existing disharmonies—its financial implication	36
126	A uniform freight charge—bad method of raising revenue	36 & <b>37</b>
127	Railways and the Second Five-Year Plan—demand for transport exceeds	37
128 & 129	Increase in traffic according to the Second Five-Year Plan	37 & 38
130	Anxiety of the Estimates Committee about inadequate railway capacity	38
131 to 133	Planning in mixed economy needs spare transport capacity	38 & 39
134	Cut by the Planning Commission from the Railway Plan of Rs. 1,480 crores	39
135	Examination of the financial picture of railways during the Second Plan	39
136	Public views on the financial aspect of railway working	39 & 40
137 to 139	Railway Board's estimates of earnings and expenditure during the Plan period	40
140 & 141	Our review of the estimate of expenditure supplied to us by the Railway Board	41
<b>142 &amp; 14</b> 3	Appropriation to Depreciation Fund—past practice	41 & 42
144	Our recommendation about increase in appropriation to Depreciation Fund	42
<b>145 &amp; 14</b> 6	Appropriation according to income-tax rules	42
147	Adjustments due to increase in coal price	42
148	Adjustments due to rise in costs on account of inflationary trends	43
149	Gap between revenue and expenditure during the Plan period and need to adjust freight rates to meet the deficit	43
150	Scale of rates has to be revised	43 & 44
151	Level and taper of the revised scale	44
152 & 153	Our aim in evolving the scale	45
<b>154 &amp;</b> 155	Scale to be notified on a block mileage basis	45–47
	CHAPTER VI	
	GOODS CLASSIFICATION	
156 & 157	The Goods Classification—principles governing it	48
158	The number of classes have to be limited for practical convenience	48
159 to 161	Value of service and cost of comics minimize	8 & 49

Para	Subject									
	CHAPTER VI—concld,									
	GOODS CLASSIFICATION—concid.									
162	Transportation characteristics which apply in determining cost of service and value of service.	49 & 5								
163	Revised classification recommended by us	50								
164	Railway risk and owner's risk classification	50 & 51								
165	Complaints regarding anomalies in classification—our interim recommendation—Classification Anomalies Committee	51 & 52								
166	Our recommendations on some of the anomalies	52 & 53								
167	Special consideration shown for certain commodities in the revised classification.	53								
168	Commodities specially reduced in classification from the cost of living considerations.	53 & 54								
169 & 170	Other commodities the classification of which has been reduced	54 & 55								
171 & 172	Upward revisions in classification	56								
173	References to Anomalies Committee	57								
174	Fresh anomalies that might arise	57								
175 & 176	Permanent machinery to deal with questions of classification	57 & 58								
177	Rates for Urea and Gypsum moving for agricultural purposes	58								
178 to 181	Rates for Jute	58 & 59								
182 to 187	Rates for vegetable oils	59 & 60								
188 to 199	Rates for Coal, coke and patent fuel	60 - 64								
200	The revised General Classification	64								
	CHAPTER VII									
	INDUSTRIALISATION AND RAILWAY POLICY	!								
201 & 202	Rigidity of the new freight structure of 1948—complaints examined	65								
203	Scope for quoting rates below standard rates	66								
204	Periodical review of station-to-station rates	66 & 67								
205	Machinery to deal with station-to-station rates	67								
206 to 208	Preferential rates for export market—assistance for national shipping	67 – 69								
209	Tariff Commission recommendations	69								
210 & 211	Concessions for backward and under-developed areas	69 & 70								
212	Concessions to cottage and hand industries	70 & 71								
213	Freight Pool	71								

Para	Subject		PAGE
Attended to 1,12,12,12	CHAPTER VIII		
	MISCELLANEOUS	ļ	
214	General remarks		72
215	Parcel rates need revision	¦	72
216	Encouraging diversion of short distance traffic to road services		72
217	Rates for live-stock and other animals	·	72 & 73
218	Notice of arrival of goods	.	73 <b>&amp; 74</b>
219	Salt in bulk		74
220	Movement of Motor Cars		74 & <b>75</b>
221	Special type of vans and trucks		75
222	Steel covers for open wagons and flats for protection against theft and ra	in :	75 & 76
223	Supply of cranes		76
224 & 225	Free time for wharfage and expansion of goods shed accommodation		77
226	Rough handling of goods at sheds and transhipment points		77
227	Request of the Guntur District Lime Fruit Growers' and Exporters' Association	0-	77
228	Ferry charges for coal		77
	CHAPTER IX		
	STATISTICAL INFORMATION		
229	Regular compilation of zonal statistics by commodities		78
230	Continuous sampling analysis of way-bills		79
231	Figures of traffic movement in "smalls" and "wagon-loads" necessary .		79
232 & 233	Cost study in India	. !	79 & <b>80</b>
234	Increase in passenger fares has been much less than in the case of good freight rates	ds	81
235	Scope for detailed cost studies	.	. 81
	CHAPTER X		:
: •			· ,·
_,	EFFICIENCY		
236	General introductory remarks		82
237			82
238 to 242	Goods operating statistics	.   8	32 & 83
243	Railway re-grouping be considered as a matter of urgency	•	<b>83</b>

Para	Subject								
	CHAPTER XI								
	THE LIABILITY OF RAILWAYS FOR GOODS TENDERED FOR DESPATCH								
244	The second term of reference	84							
245 to 247	Existing statutory provisions governing railways' liability as carriers	84 & 85							
248 to 253	Owner's risk rates and developments from time to time in this regard	85 & 86							
254	Recommendation regarding liability and owner's risk rates for the future	86 & 87							
255 to 257	Railways' claims position	87 & 88							
258	References in other reports on railways' claims position	88							
259 to 261	Public opinion on railways' claims position	88-90							
262 to 266	Our conclusions regarding railways' liability position	90-92							
267 & 268	Packing conditions	92							
269	Significance of the terms "loss" and "non-delivery" and need to amend the statute in this regard.	92							
270	When does responsibility cease ?	93							
271	Need for providing for certified copies of Forwarding Notes, etc., being produced as evidence.	93							
272	Excepted articles	93 & 94							
273	Serving of notice—amendment to Act	94							
274	Forwarding Notes for animals tendered for carriage by trains other than goods trains—amendment to Section 72-A of the Act.	94							
	CHAPTER XII								
	RAILWAY RATES TRIBUNAL								
275	The third term of reference	95							
276	Existing statutory provisions regarding Railway Rates Tribunal	95							
277 to 279	Early developments in regard to the Tribunal	95 & 96							
280 to 282	Appointment of Railway Rates Advisory Committee—its functions	96 & 97							
283	Constitution of the Railway Rates Tribunal	97							
<b>284</b> & 285	Legal bias of the Tribunal—system of assessors—its failure and public opinion in this regard.	97 & 98							
286 to 290	Our conclusions and recommendations regarding constitution	98 & 99							
291	Our recommendations regarding assessors	99							
292	Appointing authority—period of tenure of members	99							
293	Relevant amendments to the Act regarding constitution	99							

Para	Subject							
	CHAPTER XII—concld.	-: :						
	RAILWAY RATES TRIBUNAL—concid.							
294 & 295	Jurisdiction of the Tribunal	99 & 100						
296 to 298	Public opinion in regard to jurisdiction of the Tribuna!	100 & 101						
299 to 301	Our recommendations regarding jurisdiction, mandatory and advisory functions.	101 & 102						
302	Powers regarding classification	102						
303	Powers to reduce levels of rates and other charges to remain with Government	102						
304	Amendment to Section 42	103						
305	Advisory functions regarding Section 45 of the Act	103						
306	Certain station-to-station rates to be referred to the Tribunal for advice	103						
307	Concessional rates for export drive need not be referred to the Tribunal	103						
308 & 309	Legal representation before the Tribunal	103 & 104						
310	Relevant amendments to the Act regarding jurisdiction	104						
311 & 312	Procedure before the Tribunal	104						
313	Tightening up regarding extensions of time	104						
314	Recommendations for an Informal Bureau of the Tribunal	104 & 105						
315	Relevant amendments to the Act regarding procedure	105						
316	Refund of over-charges	105 & 106						
317	Draft amendments to the Act regarding Sections 41, 42 & 46-A	106 & 107						
	<del></del>	<u> </u> 						
	Committee's comments on the minority note	108 & 109						
	A joint note by Shri I. S. Puri and Shri V. P. Bhandarkar	110-117						
	Summary of conclusions and recommendations	118-129						
	Annexures	133-355						
		-						

# ANNEXURES ACCOMPANYING THE REPORT RAILWAY FREIGHT STRUCTURE ENC. COMMITTEE, 1955-57

Annexure	E SUBJECT					
		Chapte				
1	Government of India, Ministry of Railways' Resolution No. 6899-TC, dated the 29th June 1955.					
11	Copies of questionnaire—Part 1-A & B and question- naire—Parts 11 & III issued by the Railway Freight Structure Enquiry Committee.	:				
III	List showing names and addresses of parties who sent replies to questionnaire Part I(A & B) and Parts II & III issued by the Railway Freight Structure Enquiry Committee.	<b>.</b>				
IV	List of witnesses who gave oral evidence					
V	Schedule of minimum weight conditions applicable to wagon-load rates as proposed by Shri. A. K. Basu.	, i:				
VI	Schedule of wagon-load conditions proposed by Shri. I. S. Puri and Shri, V. P. Bhandarkar for Broad Gauge wagons.	i. IN				
VII	Schedule of recommended minimum weight conditions for articles at present charged on a minimum weight per consignment as suggested by Shri. 1. S. Puri and Shri. V. P. Bhandarkar.	<b>†</b>				
VIII	Graph showing the existing scales relative to one another	•				
ıx	Graph showing all the thirty-one classes recommended .	. \				
x	Graph showing the standard class 100 scale recommended under the straight basis as well as the block mileage system	4 :				
χī	A comparative study of the relativity of rates for short-distances versus long distances levied in India United States and Canada.	or \				
XII	Comparative rates for some commodities over differer distances levied in India, United States and Canada.	nt ( )				
XIII	Interim Recommendation for setting up a small committee to examine anomalies.	ee! Vi				
XIV	List of commodities for which the recommended classific tions are lower than the corresponding percentage class	a-				
XV	List of commodities for which the recommended classifications are higher than the corresponding percentage class	ca- ses.				
xvI	Revised General Classification of Goods	• •				
XVII	A picture illustrating economical loading of Motor Canadopted in a foreign country	urs ( A )				

#### CHAPTER I

#### INTRODUCTION

Appointment of the Committee and the terms of reference.

The Government of India in the Ministry of Railways appointed the Railway Freight Structure Enquiry Committee under Resolution No. 6899-TC dated 29th June, 1955—(copy at Annexure I)—with the following terms of reference:—

- (i) To review the present railway freight rate structure in all its aspects and to suggest what modifications should be made, bearing in mind the needs of a development economy and the necessity for maintaining the financial stability of the railways;
- (ii) To examine whether the statutory provisions dealing with the responsibility of railways as carriers need any, and if so, what modification; and in the light of modification proposed whether any adjustment in freight rates is warranted;
- (iii) To examine what changes, if any, are needed in the existing constitution, jurisdiction and rules of procedure of the Railway Rates Tribunal, so that the Tribunal might be a more effective and expeditious instrument for adjudication of railway freight matters at a reasonable cost to the litigant; and
- (iv) To make recommendations.
- 2. On the 17th August, 1955, Shri. Lal Bahadur Shastri, Minister for Railways Inauguration of the and Transport, formally inaugurated the Committee at New Delhi, with a short speech emphasising the importance and urgency of the task entrusted to them.

The necessity for an enquiry of this kind was emphasised by the Taxation Enquiry Commission (1953-54). In paragraph 7, Chapter X, Vol. I of their report, they made the following pertinent observations:—

- "In view of the importance of industries in the second phase of the Five Year Plan, and the need from this point of view for a proper articulation of the policy considerations governing railway rates, we suggest that a Committee including officials of the railways and other Ministries concerned and the Planning Commission should be set up to consider the formulation of an adequate freight rates policy, having regard to the interests of industrial and economic development, on the one hand, and the resources required for railway development, on the other. We consider that this question should be examined and the necessary decision taken before the Second Five Year Plan for Railway is finalised."
- 3. Immediately after inauguration, we met to frame questionnaires for eliciting informed opinion and suggestions. Part I of the questionnaires was issued on 14th September, 1955 and Parts II & III on 8th November, 1955. The questionnaires were sent to 598 Chambers of Commerce and trade interests, to 29 Universities, and 660 Members of Parliament. In addition, wide publicity was given to the issue of the questionnaires and those interested and not already supplied with copies were requested to apply for them. In all, the questionnaires were sent to 1,750 parties and only 246 replies were received. Copies of the questionnaires are at Annexure II. Most of the replies to the questionnaires were received in the months of April and May, 1956.

Committee's tours and examination of witnesses.

Committee and Trade Associations and other interested parties, and recording oral evidence. We took oral evidence at Bangalore from the 14th to the 16th June, at Calcutta from the 22nd June to the 27th June, at Madras from the 4th to the 13th July, at Delhi from the 29th of July to the 7th of August, at Kanpur on the 23rd and 24th of August, at Bombay from the 27th of August to the 4th of September, at Ahmedabad on the 5th and 6th of September and again at Calcutta from the 17th to the 23rd of September.

We had intended to visit some more centres but we regret that it was not possible for us to do so. We take this opportunity of thanking the representatives of the different Chambers of Commerce and also those individuals who were good enough

to meet us at other places.

5. Annexures III and IV give the particulars of parties from whom replies were received and of the witnesses examined.

from whom replies were received and witnesses examined.

6. We acknowledge with thanks the valuable information supplied by the Association of American Rail-roads, Washington, The Traffic World, Washington, The Chesapeake & Ohio Railway Company, Ohio, The Societe Nationale Des Chemins De Fer Francais, Paris, International Union of Railways, Paris, The British Transport Commission, London, and the International Railway Congress Association, Brussels. We are specially grateful to Monsieur J. Dumond, Chief of the Secretariat of the International Railway Congress Association, Brussels, and also Monsieur L. Antoine, and Dr. O. Maier, reporters at the enlarged meeting of the Permanent Commission of the International Railway Congress Association, held at The Hague in June 1956, for supplying advance copies of replies received from different countries on the questionnaire issued by the Association on the subject of Railway Tariffs.

We are grateful to the Railway Rates Tribunal, Madras and the Librarians of the National Library, the Calcutta University Library, the Commercial Library and the United States Information Service Library in Calcutta for lending books required by us from time to time.

Our sincere thanks are due to Prof. Holland Hunter, Department of Economics, Haverford College, Haverford, Pennsylvania, for having made available to us a manuscript copy of certain portions of his forthcoming book "Soviet Transportation"

Policy. "

Not very long after we had proceeded with our investigations, we were delighted to receive from the United States Government, through the United States Information Service in Calcutta, 249 volumes of the valuable report of the Interstate Commerce Commission. We greatly appreciate the thoughtfulness, promptitude and initiative displayed by Dr. J. A. Kitchin, head of the U. ited States Information Service in Calcutta, in making these very useful and relevant reports available to us.

We take this opportunity of acknowledging with thanks the valuable assistance rendered by the Chambers of Commerce, Trade Associations, some of the Universities and State Governments, the Railway Board and the various railway managements and members of the public who co-operated by submitting written replies to the questionnaires issued and in giving oral evidence.

Finally, we are glad to place on record our high appreciation of the efficient and devoted manner in which the Secretary, Shri. G. S. A. Saldanha and his small office have performed their onerous duties, both while in headquarters and during long tours.

7. One of our colleagues, Shri. L. K. Jha, I. C. S., was unable to participate in One member drops out our deliberations almost from the very start and soon severed his connection with the Committee.

#### CHAPTER II

#### A BRIEF SURVEY OF THE HISTORY OF RAIL FREIGHT RATES IN INDIA

- Railway Development partly by political and military considerations and partly by the administrative and commercial interests which the world War I.
- 9. The first railway companies, incorporated in England, started on their enterprise with a Government guarantee of five per cent. on the capital outlay. The new railways quickly developed an export trade with England in cheap raw materials like cotton, foodgrains and oilseeds and an import trade in finished products via the ports. In those early days, a good market was created in India for the products of the newly developed iron and steel and engineering industries of England. Although trade and commerce received some benefits from the advent of railways in India, the pattern of development was often lopsided and until the second decade of this century, railways did not play an appreciable role in fostering industrial advance.
- 10. It is interesting to note that the period 1850 to 1855, to which belongs the introduction of railways in India, also saw the establishment of the first cotton mills and jute mills and the coal mining industry. Within the next two or three decades, the opening up of the country by railways led to rapid development in the foreign trade of India. The network of railways assisted the commercial penetration and economic development of the country. The plight to which India's famous and age-old industries were quickly reduced and the artificial impetus given to the export trade in raw materials and the import trade in finished goods are now a matter of history. Against this background has to be considered the freight rate policy of the railways of the time, but the very existence of the railways also led to large amounts of British capital being gradually attracted to the country for industrial investment. Thus began a process which, in later years, led to participation of indigenous enterprise in different industries despite several handicaps.
- 11. It is not surprising that railway freight rates in India were evolved in the way they did. Political and military considerations were The evolution of the freight structure during uppermost and with the backing of a Government guarantee this period and of five per cent. on the capital outlay, construction and operation were often extravagant. All these factors had their repercussions on the railway freight rates, which originally were not fixed to assist in the internal development of industries. There were no Government regulations except that in terms of the contract, rates and fares were, in the first instance, fixed with the approval of Government and alterations in them could be made only with their concurrence, and in the event of the net profits of the railway exceeding ten per cent. of the capital outlay, Government could order the rates and fares to be reduced, but not to such an extent as to bring the net receipts below ten per cent. on the capital invested. Thus, for instance, the contract with the G. I. P. Railway provided-
  - "the said railway company shall be authorised and empowered to charge such fares for the carriage of passengers and goods, and such rates for telegrams and such tolls for the use of the said railway, as shall have been approved by the East India Company, and shall not, in any case, charge any higher or different fares or tolls whatever, without such approval being first obtained; but such fares and tolls shall, when such net receipts

as are hereinafter mentioned, shall, in any year, have exceeded ten per cent. upon the outlay, be reduced in accordance with any requisition of the East India Company in that behalf, but only with a view of limiting the said fares and tolls so far that the net receipts shall not exceed ten per cent. as aforesaid."

This dual control required Government's approval being obtained to the rates and fares chargeable, but did not cater for an effective control of tariffs, inasmuch as Government possessed no power to reduce fares and rates already established, until the line earned a dividend of over ten per cent. Government could only deal with proposals to raise fares and rates or with cases in which fresh fares and rates had to be fixed. The lines were also widely scattered. Each railway followed its own independent policy in rating, the key-note thereof being high profits with the minimum volume of traffic.

12. During the early years, the rates per ton-mile (in pies) over the railways Scales of rates and that were then in existence were as follows:—classification in the early years.

-41112 57

Classes -			1853	1854-55	1856-57	1858-59
		G. I. P. E. I.		Madras	Madra	
1	••		10	9	63	8
2	• •		14	134	131	10
3	••		18	18	201	12
4	••		20	27		••
5	••		30	व्यमन इसन	i	• •

On the East Indian and G. I. P. Railways, goods were divided into 5 classes, but the Madras Railway confined its goods rates to 3 classes only. On the Madras Railway, the 3rd class was the highest and it included the commodities placed under the 4th and 5th classes on the other two railways. The goods classification was on the following lines:—

The 1st class comprised mineral goods, manures, firewood, salt, timber, pig iron, iron bars, returned empties, etc.

The 2nd class consisted of a large number of commodities amongst which were agricultural products (such as grain, oilseeds, cotton, jute, chillies); and other articles of general consumption, e.g., jagree (Gur), sugar, cocoanuts, betelnuts, flour, ghee, earthenware, gunny, hides, oil-cake, saltpetre, iron and steel articles and twist (either cotton or woollen) came under this class.

In the 3rd class there were wines and spirits, stores and provisions, groceries, hardware, tobacco, turmeric, silk raw, machinery, vegetables.

The articles in the 4th class were books, cutlery, glass and glassware, medicines, perfumery, tea, tarpaulins and manufactured silk.

And the 5th class consisted of goods which are now-a-days known as "excepted articles," such as gold, silver, jewellery, etc.

- 13. The demand for conveyance of goods rose steadily, but the resources of the railways were inadequate to meet it fully. Instead of strengthening their capacity, the railways thought it proper to restrict the volume of traffic by enhancing the rates, and in 1866, temporary increases in railway rates were effected on the E. I. and G. I. P. Railways. Government also acquiesced in these temporary enhancements, but soon realised the necessity for controlling the freight rate policy and accordingly addressed the Secretary of State on the subject of maxima rates. The idea of a scale of maxima rates was not entirely new. In fact, the Government Director of Railways, in his report for 1860-61, had suggested that—
- "the Government, instead of fixing the actual fares to be charged, should approve of a scale of maxima rates, leaving it to the company officers in communication with the Consulting Engineers of the Government to impose such rates from time to time within the prescribed unit, as may be found conducive to the interest of the undertaking."
- 14. The Secretary of State, in his despatch No. 48, dated the 25th June, 1868, ruled "that maximum rates should be fixed by the local governments, that actual rates within such maxima should be regulated by the railway companies and that the maximum rates fixed by the local governments should leave a reasonable margin for exercise of discretion by a company, in varying working rates as circumstances in their opinion required." In pursuance of this directive the following maximum rates were fixed for the different railways:

Railw	ays .	1st class	2nd class	3rd class	4th class	5th class	Food- grains	Coal
		Goods R	ATES PER	TON PER	MILE	**********	···	
G. I. P B. B. & C. I. Madras Great Southern Scinde	•• •	Pies 12 12 12 12 12 12 12	Pies 18 18 14 14 14	Pies 24 24 16 16 24	Pies 36 36 24 24 36	Pies 54 54 36 36 54	Pies 12 12 12	Pies 10 10 
E. I E. B Calcutta and Sou Punjab Delhi O. & R	th-Eastern	Goods Pie 1/3 1/3 1/3 1/3 1/3 1/3 1/3 1/3	RATES PE	Pie 2/3 2/3 2/3 2/3	PER MII   Pie   1   1   1   1   1   1   1   1   1	Pies 2 2 2 2 2	Pie 1/3 1/3 1/3 1/3 1/3 1/3 1/3	Pie 1/3 1/3 1/3 1/3 1/3 1/3 1/3

15. Five classes were prescribed and one separate class each for foodgrains and for coal. To protect the people from monopolistic price-fixing by railways, maximum rates were fixed for the various railways, so that they might not charge unduly high rates. It was originally intended that the Government of India would control only the general rating policy; but the Secretary of State acquiesced in the Government of India also controlling the rates individually for foodgrains and coal. Individual lines were allowed to regulate the rates and fares on their own within the maxima. In those early years, there were no minima rates prescribed. Nothing was said in the notification as to what articles were to be placed in each class, nor was any specific restriction placed on the powers of the company to transfer articles from one class to another.

- 16. The opening of the Suez Canal in 1869 and the linking of the G. I. P. with Events in 1869 and 1870 which influenced railway rating policy.
- 17. Apart from these events, in 1869, the Government of India initiated state construction of railways and this enabled Government to carry out their policy of reducing rates and fares on their own. Hitherto, the suggestions to the companies to reduce rates and fares went mostly unheeded, but convinced of the effectiveness of lower rates, Government tried to experiment on their own initiative.
- 18. In 1868, when famine broke out in Bengal, Government asked the E. I. Railway to reduce its rates on foodgrains, undertaking to recoup any loss, and this measure met with encouraging results, socially as well as financially. Again, in another famine in 1873-74, a similar wise move prevented a catastrophe and was at the same time a financial success.
- 19. Further discussions took place between Government and the railway companies from time to time over the freight rate policy and reductions in rates made on various railways in 1876–77 brought about an improvement of Rs. 91 lakhs in the gross revenue of Indian railways.
- Beginning of interrailway competition.

  Beginning of interrailway competition.

  Beginning of interrailway competition.

  Delhi and Calcutta, a distance of 954 miles. For the first time, rates were affected by inter-railway competition, particularly in the movement of grains from Delhi to Bombay as against movement to Calcutta. This was an important landmark in the history of railway-rating in India and rates were reduced on the E. I. Railway and the Rajputana and Punjab lines. Subsequently, the G. I. P. Railway also lowered its grain rates from the Central Provinces to Bombay. Rates for "Bengal Cotton" were also reduced from North India to both Calcutta and Bombay in 1882–83.
- 21. With increasing inter-railway competition resulting in very low rates Government had to pay a good deal of attention to the policy governing railway rates and they enunciated in clear terms in the historic resolution No. 1446 RT dated 12th December, 1887, the principles that were to regulate the fixation of rates on Indian railways.

### 22. The principles as laid down in the circular were—

- (I) "That to protect the public and to prevent unreasonable charges on the part of the Railway Administration it was necessary for the Government to impose restrictions as regards the maxima fares to be levied for the carriage of all classes of passengers, and the maximum rates for all descriptions of goods."
  - It was also thought, however, that this principle although recognised in other parts of the world where railways had been opened, should be slightly modified as the circumstances in India were somewhat different; it was considered necessary to fix minima as well as certain maxima

- rates and fares, because it was possible for the railways under the system of guarantee to reduce the rates, in competition with one another to a point when they ceased to be remunerative without the share-holders being affected, as they were protected by the guarantee.
- (II) "That the charges made to the public are admissible of division into two heads." (a) Mileage rates and fares, which necessarily vary to some extent with the distance the passengers and goods are carried; and (b) terminals: this latter being a fixed charge for business, incidental to the business of a carrier.
  - The Government did not fix any maxima for terminals, but laid down that if a person made a complaint and showed cause, they reserved to themselves the right of taking evidence and fixing, what they considered a reasonable terminal for a particular station.
- (III) "That when once minima and maxima fares and rates have been fixed, any further interference on the part of the Government in the matter of fares and rates is only a restraint on trade. The Railway Administration, who know their interests best, should be allowed to alter their rates within the prescribed maxima and minima to suit the various conditions under which commercial business is everywhere carried on."
  - "In granting this freedom between the maxima and minima rates, it was assumed that the Clearing House principle, that in the case of the competitive routes between two stations the Company owning the shorter route fixes the rate, is accepted."
- (IV) "That, although in the interests of the public, the Government should abstain from direct interference in the matter of rates and fares, yet there are certain ruling principles, which Government as the guardian of public interests, must see complied with by the Railway Administration. There should be no undue preference; in other words, Railway Administration ought not to be permitted to make preferential bargains with particular persons or companies, such as granting them scales of charges more or less favourable than those granted to the public generally. Again, in cases, where the traffic offering is sufficient to justify this arrangement, Railway Administration must give reasonable facilities for public traffic between any two railway stations, each Railway Administration being contented to receive for its share of the through rate, less than its ordinary local rate."
- 23. In the Appendix to this resolution, both maxima and minima rates were prescribed subject to the conditions that:
  - (a) the schedule of maxima and minima rates as notified herein would apply over all railways unless inconsistent with any contracts or agreements previously entered into by these railways and no departure should be made therefrom without due cause being shown:
  - (b) each railway shall publish these maxima and minima rates in their Goods Tariffs; and
  - (c) unless sufficient reasons exist, the General Goods Classification as in force over the East Indian Railway would apply over all railways if not inconsistent with any contracts or agreements entered into previously.

24. The schedule of maxima and minima rates notified in Appendix "A" to Notification of maxima this resolution was as under—and minima rates.

				Maximum Pie per maund per mile	Minimum Pie per maund per mile
1st class	••	••		1/3	1/10
2nd class		••		1/2	1/2
3rd class	••	• •		2/3	2/3
4th class		••		5/6	5/6
5th class				1	1
Special cla	ass	••	••	1/3	1/10

25. The maxima and minima, except for the 1st and special classes, were identical and the railway companies rightly objected to this schedule which they declared to be unworkable, as it left them no latitude to vary the rates at all except for the 1st and special classes. Hence, a revised schedule was issued in 1891 and it was decided to fix separate maxima and minima rates. The revised schedule published was as follows:—

		7/1 VV	A.	nd per mile	
		d A	1787	Maximum	Minimum
1st class				ر 1/3	
2nd class				1/2	
3rd class		सद्यमव	नयः	2/3	- 1/6
4th class				5/6	
5th class		••		1	
Special cla	SS	• •		1/3	1/10

To the special class belonged coal, edible grain and other low-priced staples.

26. Whilst notifying the revised schedule, it was also specified that companies were prohibited from making any alteration in this classification without the sanction of Government. Inspite of this, sufficient uniformity could not be secured in rate-making and the complexity of the tariffs gradually grew. The same commodity could be, and actually was in many cases, put into a different class by each railway.

Early references to railway rating in reviews by railway experts.

Years of this century, the problem of the level of rates was again reviewed by two railway experts. Sir Thomas Robertson was appointed as a Special Railway Commissioner and deputed by the Secretary of State for India to enquire into the administration and working of Indian Railways in 1903. Sir

Thomas argued in his report that considering the long distances in this country, the rates in India were too high for the development of traffic and suggested that the rates should always be applied on the through distances. Mr. Neville Priestley,

who had earlier submitted a report on the organisation and working of railways in America, was also asked to report on Indian Railways, and in his report, Mr. Priestley felt that Indian Railways were making their income by larger profits per unit and from a smaller volume, which restricted the progress and development that could be expected of the "iron horse" in India.

28. During the following years, with the further development of inter-railway

Early attempts at simplification and unification of the railways' tariffs.

competition and the increase in the number of lines worked, disputes between railways became a common occurrence and the necessity of co-ordinated action, which was urged by Sir Thomas Robertson also, was more keenly felt. As stated before, the Goods Classification on Indian Railways in the

earliest phase was very simple. The commodities were divided into only five classes and later on, two more classes were added, viz., one for foodgrains and the other for coal. Inter-railway competition, however, led to manipulations of rates and classifications and this brought about unnecessary complications and many uncertainties in the matter of finding out the chargeable rates. Co-ordination of the tariffs of different railways and the introduction of a uniform classification, therefore, became an absolute necessity.

- 29. A Tariff Conference called in 1884 had failed because the G. I. P. Railway did not accept its recommendations. In 1887, Col. Conway Gordon, the then Director-General of Railways, had strongly recommended that a uniform general classification of through traffic should be drawn up and each railway's exceptions should be thoroughly examined and that in regard to Government lines, the exceptions should be allowed only where very strong reasons necessitated them. ernment of India's Circular No. 1446-RT of 12th December, 1887, referred to earlier, went a long way in clarifying the Government attitude in the matter, but it was not before 1905 that the work of simplifying the goods tariffs of Indian railways was actually taken in hand by the Tariff Simplification Committee. This Committee was constituted by the Indian Railway Conference Association. This Association was an independent organisation of all the railways in India, formally established in October, 1903, to advise Government in railway matters and was entrusted with the framing of general rules and bye-laws for interchange of through traffic between railways and was intended to act as a liaison between railways themselves and between the railways and the Government of India. The Indian Railway Conference Association appointed the Tariff Simplification Committee to go into the question of introduction of a uniform system of freight tariffs on Indian railways with particular reference to through traffic. A uniform General Classification over all railways, with some exceptions on certain railways where absolutely necessary, was evolved by the Tariff Simplification Committee and notified by the Indian Railway Conference Association (with the approval of the Railway Board for the first time) in the Tariff of July, 1910. The sanction of the Railway Board was made necessary to any change in the classification of goods or to the classification of new commodities. Concurrently with the simplification of the classification, a uniform code of rules for the acceptance, carriage and delivery of goods was drawn up and accepted by all railways.
  - 30. The class rates framed in 1891 were in force till 1910 when the special class was withdrawn and amalgamated with the 1st class, with the result that the minimum of the 1st class was replaced by the minimum of the special class. Then came the first World policy--- routing War and the general rise in prices and wages and a decline in The changes in the economic structure brought out the necessity for agreement among the railways.

Impact of the First World War on railway rating and rating agreements between railways.

- 31. Several mutual routing and rating agreements were entered into by different railways and as a result, special rates arising out of competition between such routes were cancelled, though other developmental special rates or coastal competitive rates continued. Thus, after a fairly long period of uneconomic competition amongst themselves, encouraged by guaranteed dividends, the railways realised the advantage of combination or agreement in the division of traffic, and thereby it was possible also to enhance the low charges that previously resulted from rate war amongst railways.
- Surcharges levied during the First World War.

  wood, and of two pies per maund on all other goods in 1917 (Freight Tax Act of 1917), on freight carried by rail. As Government needed further revenue, the surcharge tax was enhanced in 1921 to 2½ annas per rupee of freight payable on all goods, excluding grains and pulses, firewood and fodder, but including all coaching traffic other than passenger (Indian Finance Act VI of 1921).
- 33. The imposition of the surcharge was disliked by the public on the one hand and by the railways on the other. The income accruing from the surcharge passed to Government. The railways complained that they were in the position of having to collect the tax without any benefit to them and this was unfair.

In all cases, the surcharge absorbed whatever margin would otherwise be available for increasing the rates to cover the increased costs of working. traders considered the surcharge equally objectionable since it implied an increase in the rates, with no compensating advances which would have accrued, had this revenue been expended upon railway property. The Acworth Committee, which was appointed in 1921, also disapproved of the principle of the levy of a surcharge and recommended that a general and substantial increase in the rates and fares charged over the Indian Railways was long overdue as they were amongst the lowest in the world. The matter was pursued further through the Indian Railway Conference Association and several proposals were put forward to meet the situation. One view was to adopt the telescopic scale for all classes and at the same time, increase the number of classes. At that time, it was not possible, without an elaborate examination, to gauge what effect the universal application of the telescopic principle would have on each railway's revenues, and hence this idea was not considered feasible. was also the proposal to retain the existing number of classes, but increase the This proposal was not considered feasible either, since it might have involved the introduction of a large number of station-to-station rates where the maximum class rates were too high. The proposals accepted by the Railway Board were :--

- (i) to increase the number of classes and raise the maxima as this would bring in an increased revenue, and
- (ii) allow suitable alterations in the classification so as to place the revised rates on an equitable basis.

Hence, the number of classes were increased to 10 with four additional classes being interpolated into the then existing classes. While the maxima rates were raised to the extent of 15 to 25 per cent., the minima rates were left undisturbed. The new classification, which was brought into force from 1st April, 1922, compared with the previous one as under—

(Rates in pies per maund per mile)

OLD CLASSIFICATION				NEW CLASSIFICATION								
								i	Increas			
•	Class		Maximum rate	Minimum rate		Class		Maximum rate	Existing class	Previous class	Minimum rate	
								Per cent	Per cent			
1st	••	••	0.333	0,100	1st	••		0.38	14 over 1st	••	0,100	
					2nd	••	••	0.42	26 " 1st	11		
					3rd	••	••	0,58	16 ,, 2nd	38	0.166	
2nd	••	••	0,500	0.166	4th	~ F	Par	0,62	24 ,, 2nd	7		
					5th			0,77	16 " 3rd	24	,,	
3rd	••	••	0.666	"	6th			0.83	25 ,, 3rd	8	.,	
					7th			0.96	15 ,, 4th	16		
4th	••	••	0,833	0,833		8th	W40		1,04	25 ,, 4th	8	,,
5th			1,000	<b>"</b>	9th	V.A.i	T.I	1,25	25 ,, 5th	20		
x	••	٠.	1,500	<b>,</b> ,	10th	140.3	277	1.87	25 " X	50		

The revised classification, though achieving the two-fold object of increasing the revenue and removal of the surcharge as such, was, however, open to certain objections, viz., that—

- (a) the unaltered minima widened the gap between the maxima and minima rates and conferred increased discriminatory power on the railway;
- (b) the widely varying gaps between each class made the classification itself inelastic;
- (c) the position as regards railway risk and owner's risk rates was left undisturbed and the difference between the two rates took no notice of the actuarial value of the risk; and
- (d) the reclassification was not sufficiently broad-based to cover the exceptional higher class rates authorised on certain railways, such as for piece-goods, cotton, wool and kerosene oil on the G. I. P. Railway, tea and jute on the E. B. and A. B. Railways where exceptionally higher classifications were authorised. This position could not be remedied at that time as to do so would have resulted in enhancement greatly in excess of the 25 per cent limit.
- Re-orientation of railway rating policy in response to public opinion. Hat made itself felt through the deliberations of important committees.

35. The Industrial Commission (1916–13), under the Chairmanship of Sir References to railway rates in the Industrial Commission's Report, 1916–18.

Thomas Holland, referred in detail to the effects of the prevailing railway rates on the industrial development of the country. The report strongly recommended in the interest of industrial growth that—

internal traffic "should be rated as nearly as possible on an equality with traffic of the same class and over similar distances to and from the ports", particularly so "in the case of raw materials to and from an Indian manufacturing centre."

The report also pointed out that this may preferably be done by raising the rates to ports and that such a policy would help diffuse and decentralise industries which were until then concentrating around the ports. The report further recommended that special rates concessions for a term of years might be given to new industries.

36. In 1922, the Indian Fiscal Commission discussed the subject of industries References in the Indian Fiscal Commission Report, 1922.

- "it is not unreasonable that special rates should be granted for a term of years to new industries and even to others if they can make out a proper case for special treatment."
- The evolution of the first World War had only an indirect effect on the development of industry in the country, whilst it influenced more directly agricultural development. The trend of movement resulting from association with England was to and from ports. Early developments in the rating policy were mostly intended, therefore, to assist import and export traffic, but the port rates, though intended to stimulate the export

import and export traffic, but the port rates, though intended to stimulate the export of raw materials and the import of finished products, indirectly helped industrialisation of the country. Raw materials had easy access to the ports, and port towns gradually grew and industries developed in and around the ports, taking advantage of the reduced rates in existence and the big consuming markets. Thus, the low rates for wheat, oilseeds, hides and jute to Calcutta originally quoted for encouraging export led to the establishment of flour, oil and jute mill industries, as also tanneries in and around Calcutta. Similarly, the low rates for cotton and wool to Bombay were instrumental in developing Bombay as a textile manufacturing centre.

- 38. During the inter-war period, particularly after 1923, when the new fiscal policy of discriminating protection was adopted, some stimulus was given to industrial development. The cotton textile industry increased its production considerably, the iron and steel industry also began to supply more and more of the country's demand for steel. The production of paper went up. India became almost self-sufficient in sugar. The cement industry developed. Other industries like matches, glass, vanaspati, soap and a number of engineering industries also witnessed increased production.
- 39. This industrial development also fostered new inter-railway competition and railways were anxious to promote industries in their own territory in preference to territory served by other railways. Competition also appeared between railways and coastal shipping. The railway network had developed considerably since the early days and the coastal route became a serious rival. In the circumstances, special rates were freely quoted to capture traffic for one's own line, as well as reduced

port-to-port rates to attract coastal traffic. More and more traffic began to move at special rates and at schedule rates which, in fact, were considered as omnibus and standardised station-to-station rates. The rating policy was prompted by growing competition which assumed substantial proportions, but the net effect, doubtless, was a favourable impact on the growth of industry.

- 40. Places in the hinterland, away from the ports, gradually became industrialised, and jure, cotton and oil mills and tanneries were established in Kanpur, flour and oil mills in different places in the U. P., woollen mills at Dhariwal and Kanpur and cotton mills at Ahmedabad, Poona, Baroda, Sholapur, Nagpur, etc. In addition to natural location, industries also got the benefit of special rates which secured more rational location. Numerous station-to-station rates came to be used as an important instrument for the development of industry.
- 41. In dealing with the question of railway rates, the report of the Indian Tariff The effect of the report Board (1929) on the heavy chemical industry, under the of the Indian Tariff Board, 1929, on the Chairmanship of Dr. John Mathai, is of special interest. report devoted a whole chapter to the subject of railway rates "heavy chemical indusand referred to them as a powerful instrument for the developtry," on railway policy ment of industry, pointing out that "the difference between regarding promotional the maximum and minimum rates is so high that there is a very large margin which can be employed in either direction by the Railway The report also dwelt on the need to introduce telescopic rates Administration. on a continuous mileage system on the railways in India and thus effect some simplification in the railway rating structure, and emphasised that it was essential that considerations of railway finance should be subordinated to the interests of the country as a whole. This report, coming some years after the report of the Industrial Commission, exerted a powerful influence on Government and did much to liberalise their attitude towards quotation of promotional rates for indigenous industries.
- 42. The emphasis laid by the Industrial Commission earlier and the criticism Assistance given by of the Tariff Board under the Chairmanship of Dr. John Mathai, later, served the purpose of ultimately making the railways wake up to the importance of developing local industries.

  Iron, coal, sugar, cement and paper industries, amongst others, owe much of their prosperity to the assistance given by the railways in the shape of low rates both for raw materials and finished products. A rapid survey of help given to these industries is made below—
- 43. (a) Iron and Steel: All the existing iron and steel factories have received assistance from the railways, not only in the matter of facilities of transport by the laying down of sidings etc., but exceptionally low rates were readily granted by the railways.

Initially, a reduced rate of 1/15th pie per maund per mile, equivalent to .15 of an anna per ton per mile, was granted on all materials and plants required for construction and on all raw materials to the works Besides this, subject to a minimum of 20 million ton-miles per calendar year of all traffic carried, a rebate was also granted in the early stages on the carriage of raw materials to the steel works and for the carriage of their finished products and bye-products of the coking oven sent to Calcutta for shipment.

Although these low rates have been subsequently cancelled or enhanced, even now there are many low special rates both for raw materials, such as iron ores and dolomite, as also finished products.

- (b) Coal: The development of coal production and the transformation of this country from importing coal to exporting coal at one stage was considerably influenced by the extremely low freight rates charged. Because of the concentration of coal fields in Bengal and Bihar, and the long distances over which coal had to move to Madras and beyond in the South, and Bombay and beyond in the West, and of the importance of coal as a basic raw material in all industry, coal was treated differently from the other commodities since the early years. There was, since the very beginning almost, a telescopic basis of charge for coal and it was applied on a continuous mileage over those railways where such a scale applied, although the principle of charging on a continuous mileage had not yet been adopted for the general merchandise, even when it was charged at the same telescopic schedule rates on adjoining railways. A rebate was given from time to time to assist coal export and the coal scale was specially kept at a low level.
- (c) Sugar Mills: Previously, sugar used to be imported from Java through the ports and the competition between railways had the effect of reducing the railway rates from the ports to the interior.

Subsequently, as a result of protection given to the sugar industry in 1931 several sugar mills sprang up in the U. P. and Bihar. The railways quoted very low special rates for the finished products as also for sugarcane.

- (d) The Cement Industry received assistance in the shape of very low special rates for lime and limestone as also for cement.
- 44. The growth and development of all these and several other industries exemplify the beneficial effect of low freight rates on industrial development. The assistance rendered to the different industries might not have brought immediate financial benefit to the railways in the early stages, but in the long run, this assistance has made possible rapid industrial development and has repaid the railways adequately.
- 45. The Royal Commission on agriculture in India, in its report in 1928, also References to railway rating in the report of the Royal Commission on agriculture (1928).
  - "active policy of railway development in every direction" and advocated that while "the railways are commercial undertakings and as such must earn a reasonable rate of interest on the capital sunk in them, it would greatly encourage internal manufacturers by charging the lowest possible rates for the movement to the factory of raw materials and from the factory of finished articles all over the country."
- 46. The Royal Commission pointed out that there was practically no increase in the rates on agricultural produce since 1913 inspite of the great rise in its value during the last fourteen years. They added that although the rates were not generally too high, they recommended a periodical revision of rates with a view to effect an adjustment of their incidence as between various types of produce according to their relative ability to bear.
- The 1936 revision of the inter-war period, railways, had to face the great depression and its aftermath. During the depression of 1929 and early 1930, the collapse of prices and its re-action on trade and industry left railway rates relatively much higher. Also, with the decline in traffic, the receipts went down and towards the end of 1930, this led the principal railways to increase their rates. In the following year, the increases

became more general. Two or three years later, however, in 1933-34, the receipts began to show an increase and many special rates were introduced to assist indigenous industries recover from the depression and to encourage movement of traffic in competition with sea, river and road transport. Gradually, a demand grew for a general reduction of rates and other complaints were also voiced regarding the rating system. A conference of railway commercial and other representatives was held at Delhi in 1935 to consider the public criticism of the rating system. The result of these discussions and of the efforts already put forth by the Indian Railway Conference Associaton was the revised classification introduced on 1st May, 1936, with the number of classes increased from 10 to 16 as follows:—

Class		Maximum rate	Increase over previous class Per cent	Minimum rate	Cla	185	Maximum rate	Increase over previous class Per cent	Minimum rate
ι	•••	0.38	••	0,100	4-B		0,72	7	0,166
2	••	0.42	11	,,	5		0.77	7	,,
2-A	••	0.46	10	- 53	6		0.83	. 8	
2-B		0,50	9	50000	6-A	5	0.89	7	i i
≀-C	••	0.54	8	(Z) (S)	-	3	0.96	8	
3		0,58	7	0,166	8	ν	1,04	8	1
•		0,62	7	18.00	9		1,25	20	
I-A		0.67	8	777	10		1,87	50	

Limited results of revision-some of the major defects left untouched.

The revised classification removed some of the anomalies and by the interpolation of six more classes, permitted a wider range for regrouping. It also made it possible to reduce the gap between railway risk and owner's risk rates. Nothing, however, was done to rationalise the freight structure as such and the major defects inherent in the individualistic system of working of railways were left untouched. For instance, there were exceptional class rates, i.e., classifications, higher or lower than the standard class, which were prescribed for particular commodities in local booking and in through booking upto the junction with the Foreign Railway. There were also "adjusted class rates" lower than the class rates, quoted between particular points and applying to all commodities falling in the particular class indiscriminately.

49. Apart from "exceptional class rates" and "adjusted class rates," there were separate "schedule rates" also quoted, like adjusted Schedule rates, termiclass rates, on a lower basis than the maximum of the class, nal and transhipment but applying to all stations. These rates were quoted on a charges. basis somewhere between the prescribed minima and maxima for a particular commodity, and were a convenient substitute for a large number of station-to-station rates which would otherwise have been necessary. The practice of schedule rates originated in the early years of the century. In 1905, the schedule rates were prevalent on the East Coast Railway. In 1910, the G. I. P. Railway adopted schedule rates not only on equal mileage with a sliding scale, but also on the telescopic basis. In 1925, the Indian Railway Conference Association, as a result of suggestions from different railways, evolved schedules with a consecutive number for each schedule, and, in all, proposed 17 schedules. Six of these were on a flat basis and the remaining eleven on a telescopic basis. Over different railways, the same schedule did not generally apply to a

particular commodity and individual railways had full power to construct other schedules also of their own, or to combine the conference schedules, provided in all cases the minima was not infringed. The conditions under which these schedule rates were notified often differed over the different railways. Some applied them at railway risk, some at owner's risk, some on actual weight in "smalls" and some, subject to minimum weight condition. Even where the same telescopic schedule rate applied to the same commodity over adjacent railways, the rate was not calculated on the through distance but for each railway separately.

- 50. Terminal charges and transhipment charges varied widely and different railways levied different terminal charges varying from commodity to commodity and from schedule to schedule and made the structure further complicated. There was thus complete lack of uniformity in the matter of schedule rates.
- 51. The Indian Railway Enquiry Committee, 1936-37 (Wedgwood Committee). in its investigations into the earnings and budgetary position References to railway of Indian State-owned railways, dealt with the question of rating in the report of the Indian Railway "level of charges" at some length. The report referred to Enquiry the revision of the classification on 1st May 1936 and the Committee, 1936-37 (Wedgwood interpolation of the new classes, and drew attention to the Committee). widespread complaints regarding the multiplicity of schedules and exceptional class rates then in use on railways and about the telescopic schedule rates not applying on the through distance, resulting in discontinuity of mileage when calculating telescopic schedule rates on the traffic passing from one railway to another, even when the same schedule applied.
- References to railway rating by the Indian Railway Enquiry Committee, 1947, under the Chairmanship, first of Shri. K. C. Neogi and later of Shri. H. N. Kunzru, also referred to the question of rates and fares. The Committee recounted the efforts of Mr. G. St. G. Higginson of the B. N. Railway in 1944 when he was on special duty to collect material for a close study of the problem, and of Mr. K. L. Crawford of the M. & S. M. Railway, who, on being placed
- Mr. K. L. Crawford of the M. & S. M. Railway, who, on being placed on special duty, examined the whole field of the rate structure, assisted by an Advisory Committee of experienced Rates Officers. Ultimately, this investigation culminated in the introduction of the new rates structure, which came into force on the 1st October, 1948.
- Revision of the Freight Structure in 1948.

  Revision of the Freight Structure in 1948.

  The history of the Indian Railways' freight structure and needs special mention. The attainment of national independence radically altered the approach to the problem of the railway freight structure. The individualistic line so far followed by railways as a result of their separate financial entities had to be replaced by a national policy, calling for uniformity of practice to the largest extent feasible. The urgent need felt at that time was to evolve a standard rates structure without much delay. The detailed investigations, which Mr. Crawford was conducting at the time, had to be expedited and very substantial rational sation and uniformity were achieved without delaying the investigations very much and without very violent departures from the rates then in force.

54. The standard telescopic class rates introduced from 1st October, 1948 were as given below—

	Class		Basis o	F TELESCOPIC CL	ASS RATES		Maximum pies per maund per mile	Maximum ra te per maund exclusive of terminals, transhipment and other extra charges	
			Pi	es per maund pe	r mile	per maund			
			For the 1st 300 miles	+ for the next 300 miles	+ for distances beyond	per mile			
								Rs. A. P.	
lst	••		.49	.45	,40	.16	.49	3 4 0	
2nd	••	]	.54	.49	.45	1 11	.54	3 10 0	
3rd	••		.58	.54	.49	[ ]	•58	4 0 0	
4th	••		.63	.58	.54	1	.63	4 6 0	
5th	••		.68	.63	.58	] ]]	.68	4 12 0	
6th	••		.73	.68	.63		.73	5 2 0	
7th			.78	.73	.68	1 11	.78	5 9 0	
8th	••		.84	.78	.73	.20 {	.84	600	
9th	••		.90	.84	.78		.90	670	
10th	••		.97	.90	.84	1 11	.97	6 14 9	
11th		{	1,04	.97	.90		1.04	7 6 0	
12th -	••		1,11	1,04	.97		1,11	7 14 0	
13th	••		1,18	1,11	1,04	•	1.18	8 8 0	
14th	••	· }	1,41	1.18	- nn		1,41	9 4 0	
15th	••		2,11	1,41	1,18	(1	2,11	11 0 0	

55. Along with the above, the following standard telescopic wagon-load scales were also introduced in replacement of the different schedule rates quoted on different railways:—

Wagon	-load sc	ale	Pie per maund per mile					
WL/A	••	• •	25/100 miles + 20/300 miles + .15 beyond					
WL/AR	••	• •	.30/100  miles + .25/300  miles + .20  beyond					
WL/B	••	••	.48/100 miles + .32/300 miles + .23 beyond					
WL/C	••		.34/150 miles + .31/150 miles + .17 beyond					
WL/CR	••		.41/150  miles + .38/150  miles + .24  beyond					
WL/D	• •	• •	.38/300 miles + .28/300 miles + .18 beyond					
WL/DG	••	••	.38/150  miles + .28/150  miles + .15  beyond					
WL/E	••	••	.43/150  miles + .32/150  miles + .17  beyond					
WL/F	,.		.43/300  miles + .32/300  miles + .21  beyond					
WL/G	••		.48/300 miles $+ .34/150$ miles $+ .19$ beyond					
WL/H	••	••	.48/300  miles + .35/300  miles + .23  beyond					
WL/HO		••	.48/150 miles + .34/150 miles + .19 beyond					
WL/I			.43/300 miles23/200 miles + .15 beyond					

- 56. The objects of the revision may be summed up briefly as follows:—
  Objects of the 1948
  revision.
  - (1) Simplification and rationalisation of freight rates on Indian Railways;
  - (2) re-orientation of railway rating policy along national lines;
  - (3) the prevention of wastage of transport resulting from circuitous routing due to competitive reasons; and
  - (4) the securing at the same time of a modest increase in freight rates to match in part the increase in working cost.
- 57. Simplification and rationalisation were achieved by the replacement of different rates such as flat class rates, exceptional class rates, schedule rates, indefinite special rates via interchange junctions and adjusted class rates, by telescopic class rates and wagon-load scale rates on continuous mileage over all the Indian Union Railways and by the fixation of standard terminal and transhipment charges. Definite orders were issued preventing different units of the Indian Union Railways from quoting any exceptional class rates below or above the ordinary maximum or from adding to the wagon-load scales sanctioned by the Railway Board or including or excluding any commodities under such scales or transferring commodities from one scale to another.
- 58. The second object, i.e., the re-orientation of railway rating policy along nationalistic lines, was largely secured by the introduction of through telescopic rates and by the withdrawal of a large number of station-to-station rates, which had been quoted in earlier years under conditions which no longer prevailed.
  - 59. The prevention of wastage of transport was brought about mainly by-
    - (i) cancellation of rating and routing agreements between different railways,
    - (ii) stipulating that traffic was to be carried by the shortest route at the cheapest rate, and
    - (iii) introduction of standard minimum weight conditions applicable over all railways.
- 60. Some of the anomalies and defects in the rating practices were sought to be removed by reclassifying many commodities and by re-adjusting the difference between railway risk and owner's risk rates. In some cases class rates as well as wagon-load scale rates were quoted only at railway risk.
- 61. In order to meet the increased cost of operation, the level of charges was raised generally.
- 62. So, after practically a century of experiments and differing practices, the freight structure of Indian railways was assimilated and a great step forward was taken in evolving a rationalised freight structure to serve the interests of the community as a whole,

References to railway rating in the report of the Indian Fiscal Commission (1950).

63. The report of the Indian Fiscal Commission (1950) contains some general observations about complaints voiced before them by the industrialists and other parties concerned. The Commission suggested that railways might examine the possibility of introducing concessions to assist-

"in the local or regional processing of agricultural or mineral produce and in the decentralisation of industries" and also "a more liberal use of station-to-station rates."

They also recommended that the Railway Board might examine the question of simplifying and expediting the present procedure of quoting special rates by delegating powers to regional officers (para 249).

- 64. The Taxation Enquiry Commission (1953-54) have also devoted consider-References in the Taxa- able space to this subject in their report. tion Enquiry Commission's Report, 1953-54.
- 65. To complete this survey, the changes in the freight rate structure introduced more recently from 1st April, 1955 may be briefly Recent changes in the ment oned. Structure — Freight Among these are-1955 and 1956.
  - (i) the upward adjustment in the basis of class rates in the 1st leg of 300 miles and downward adjustment in the 3rd leg of 601 miles and beyond, which was intended to afford the trading public a better taper of the telescopic scale. In fact, the proposal meant a reduction in the freight for distance beyond 600 miles by 15 per cent and an increase in the rate for the first 300 miles by 10 per cent;
  - (ii) the changes in the standard telescopic wagon-load scales: (a) the legs of the telescope in the wagon-load scales WL/E, WL/G and WL/I were brought in line with the legs of the class rates; (b) the wagon-load scale WL/D for grains and pulses was slightly reduced in the 2nd and 3rd legs; (c) a new scale WL/BR was introduced for chemical manures, Division "B," somewhat lower in the 2nd and 3rd legs than the scale WL/B previously quoted for chemical manures.

The latter two steps were taken to afford some relief to agriculturists.

- 66. Further, with effect from 1st April, 1955, a surcharge of 64 per cent on the rupee is being levied on all consignments weighing less than 20 maunds with a view to discouraging uneconomical movements of commodities in "smalls" and inducing them to move in larger units in wagon-loads.
- 67. More recently, with effect from 1st April 1956, a supplementary charge of an anna in the rupee on all traffic with the exception of grain and pulses, fodder, manures (including chemical manures), khadi, newspapers, newsprint and books has been introduced. The purpose of this levy is to bridge the estimated gap of Rs. 50 crores between the earnings and expenditure during the Second Plan period. With effect from 15th October, 1956, the terminal charges on coal have been revised upward to conform to the general level of standardised terminal charges and the short distance charge, from which coal was hitherto exempt, has been applied to it.

#### CHAPTER III

### THE GENERAL PATTERN OF THE REVISED RATES STRUCTURE AND ITS IMPACT ON PUBLIC OPINION

The main features of the 1948 revision—telescopic basis of rates and withdrawal of station-tostation rates-reaction of the public.

68. The revision made in the freight rate structure in 1948 and the adoption of the telescopic principle on the through distance, from start to destination, irrespective of the number of railways involved in the movement, have been welcomed as a move in the right direction. The telescopic principle in rate-making, which secures a gradual tapering in rates with the length of haul, takes account of the twin facts that with increasing distance

of haul (i) the cost of operation to the railway generally tends to be lower and (ii) the capacity of traffic to bear more and more freight charge diminishes. and wagon-load scales are the standard rates and are of general application. Lower rates below these standard rates are sometimes found necessary to meet the needs of individual traffic. These lower rates are quoted for particular commodities and for movements between specific stations. These lower rates are known as stationto-station rates. Numerous such rates were in existence before the revision of 1948, but with the revision, the necessity for quoting such rates for a large number of movements did not arise, as the class rates and wagon load scales became the actual and effective freight rates for a large sector of the traffic movement.

Object of 1948 revision—operation and financial integration of compels elimination of diversity of practice.

69. It is necessary to emphasise that the revision of the freight structure made in October, 1948 was mainly with the object of standardising the railway freight rates in the different parts of the country, as Government had taken over the railways formerly managed by British Companies. The railway systems in the princely states were expected to form ultimately part of the main railway system of the country. Even before the

close of the Second World War, the company-managed railways had been taken over completely by the Government of India and the need was felt for removing the wide divergences in freight rates for the same or similar commodities on different These differences had grown largely as a result of competition between railways during the very long period when they were separate administrative and financial entities. With the complete operational and financial integration of the Indian railway system as a great government-owned and government-managed undertaking, it was neither desirable nor possible to continue the old-time diversities in freight rates. It was, therefore, found essential to have a standard and uniform freight rate structure throughout the country and to adopt the principle of carrying traffic by the shortest route as far as practicable, thereby preventing waste due to circuitous movement. In complying with the widely expressed desire for simplification, the new telescopic class rates and wagon-load scales were framed in a manner so as to become the effective rates generally. A consequential result was the withdrawal of a large number of old station-to-station rates, the justification for the continuance of which largely vanished in the changed conditions characterised by the financial oneness and integrated management of the entire railway system in Another inescapable result was the complete cessation of unprofitable inter-railway competition. In retrospect, it now seems odd that although the railway system in India, by and large, belonged to the nation, its administration through different companies, with little capital contribution, should have led to interrailway competition, a process which was further intensified by competition for traffic through different ports. Such intensive competition between different units

belonging to the same owners is unheard of in any enterprise. In the peculiar circumstances then prevailing, the endeavour understandably was to maximise profits on each system not only by diverting traffic even where this meant long leads and circuitous routing, but also by pursuing an individualistic policy and adopting widely varying rate bases on the several railway systems.

70. It may be recalled that there was persistent and longstanding criticism Old export, import that the railway rates structure in India had been designed to and other preferential benefit export and import traffic and that those industries rates—generally removed. which had established themselves in the port towns attracted by the preferential rates applying to them, enjoyed an advantage which industries in the hinterland were denied. Indeed, it was urged that the latter industries had to pay for their non-competitive traffic higher rates in consequence of the competitive traffic being then carried at cut rates, and this affected their fortunes adversely. The Industrial Commission under the Chairmanship of Sir Thomas Holland (1918) went fully into this question and as a result of their report, action was progressively taken and industries in the interior also started receiving greater consideration in regard to suitable rail freight rates. The adoption of a uniform and standard rates structure was in a way expected to remove the very special advantages that were being enjoyed by certain industries in the shape of low station-to-station rates. Differential rates existed not only on different railways which were engaged in competition with each other; they existed also on the railways under the administration of the Indian princely states. The desire to locate industries in these princely states, irrespective of advantages or disadvantages of such locations, culminated in a great many concessions being granted to entrepreneurs. The granting of free land, absence of taxation on the level prevailing in British India, the low customs tariff in some of the maritime Indian states were among the attractions. systems in these states were also utilised to promote industrial development and as a matter of fact, many states granted the industries facilities in the form of low and attractive station-to-station rates on their railways.

71. In the replies received to our questionnaires, it has been emphasised again

The large number of old station-to-station rates had to go in the altered circumstances—no evidence that industries concerned had any set-back as a result.

and again that the withdrawal of the low station-to-station rates and their replacement by either the normal class rates or increased station-to-station rates which the railways can quote under their rate reducing power, have led to a sharp enhancement of the rates by, say, 200 to 300 per cent. or more in some cases. Increases of this magnitude have been referred to as proof that they are unreasonable and that they have

affected the working of the industries concerned. We have had no facts placed before us to suggest that the increases have affected the industries concerned. In point of fact, most of the industries concerned have been faring well, despite the increases made. It is, of course, not suggested that since the industries are paying handsome dividends they cannot have a legitimate grievance, if certain increases in rates have been unreasonable. A basic consideration that has to be borne in mind in this connection is that under the unified management and financial control of Indian railways, which was taken note of in 1948 when the standard rates structure was adopted, the special treatment that certain industries were getting in the past in certain parts of the country due to competitive or other reasons referred to above could not be continued in most cases. The existence of many such special rates for the benefit of one industry in one part of the country would necessarily lead to the same treatment in other parts not only to the competing and allied industries but even to other industries. We consider, therefore, that in the changed circumstances. there was no alternative to a large scale withdrawal of old station-to-station rates and a reversal of the policy pursued hitherto in quoting such station-to-station rates for reasons of competition with other railways or for other considerations.

- The general rate level scale withdrawal of station-to-station rates, resulted in a compared with other fairly substantial increase in the freight charges on all railways. A large number of these station-to-station rates were uneconomical and they had, as already said, been quoted on grounds of interrailway competition. The discontinuance of these uneconomical rates was inevitable, as in the new circumstances of an integrated railway system for the entire country, inter-railway competition had ceased to exist. The monopolistic control of the railways by Government and the consequential absence of competition does not seem to have led to such increases in freight rates generally as would be deemed unreasonable.
- . 73. Although a comparison with railways of other countries is not of much practical import in view of the large differences in surrounding conditions, it is interesting to compare the increases in 1954 55 as against 1938 39 over the Indian, U. S. and U. K. Railways in the rates charged per ton-mile, side by side with the increases in the wholesale prices of all commodities:—

The figures are as follows:—

Country	Indices	Indices of average rate charged per ton-mile for all commodities	Indices of wholesale prices of all commodities			
India	1938-39	1954–55	1955			
	Index = 100	190.1	355.4	Source.—Railway Board's Annual Report Vol. I and Monthly Abstract of Statistics of Government of India.		
U. K	1938	· 1955	1955			
U. K	Index = 100	244 4	335 6	Source:—Statistical Abstract of U. K. 1956.		
U. S	1938	1954	1955			
U. S	Index = 100	144 2	216 6	Source:—Statistical Abstract of U. S. 1956.		

From these trends of results, it is apparent that on the Indian railways, freight rates were not stepped up as steeply, relatively to the increase in the general price index, as was done in the U. S. and U. K.

74. The existing freight structure has 15 class rates for commodities and 13

The existing structure wagon-load scales and a separate scale for coal. The class rates and wagon-load scales—its on the whole seem to make more or less a regular pattern as between themselves with a fairly uniform percentage increase from one class to the other, except in classes 14 and

15. There is, however, no relationship between the 15 class rates and the 13 wagon load scales. Moreover, the wagon-load scales suffer from internal inconsistency and disharmony, and some of the rates, which are lower than others in shorter leads, become higher for longer leads. The very origin of the existing wagon-load scales is partly responsible for this state of affairs. These wagon-load scales had to be evolved out of the numerous and often conflicting schedule rates quoted for different commodities by individual railways till 1948. In constructing the standard wagon load scales for application on the through distance over all the railways on the telescopic principle, care had therefore to be taken to see that on the one hand, railway

revenue was not seriously jeopardised and on the other hand, violent changes in the charges then being levied were not brought about. As a first step, the present wagon-load scales represent a half-way house, between the chaos existing till then and the orderly and rational scales which ultimately must prevail, and they, therefore register an important advance in the direction of simplification and rationalisation.

75. One of the Chambers of Commerce, in its memorandum mentioned:—

"In the structural pattern there is such a lack of uniformity and evidence of opportunism that it is difficult to resist the conclusion that the whole approach to the rate making in the wagon-load field was empirical and inductive or in other words, designed with definite traffic in view rather than in consonance with any principle of uniformity of economic structuring."

This observation, while partially correct, does not take into consideration the situation as it existed before 1948. The freight structure adopted in 1948 was the most practicable in the circumstances then existing but the time has now come when a more logical and rational freight structure can be framed and when it is highly desirable that this should be done.

- 76. The wagon-load scales, which are at present standard for all railways, A common taper is really assume the character of wagon-load classification and necessary for class rates in that view it is essential to place them in a logical and consistent pattern by removing the internal disharmony as between themselves and the lack of harmony between them and the existing class rates. We believe that this can best be done by fitting them in the general framework of ordinary class rates and that there is no special reason or justification for the adoption of a different taper for wagon-load rates as such.
- 77. In the telescopic system for through distance, which was adopted in the The existing legs of the 1948 freight structure, the first and second legs are each of 300 miles in the case of class rates, with a third leg for distances telescopes-criticismsbeyond. For wagon-load scales also there are three legs, need for revision. but of varying distances, as described in the previous chapter. There is a case for revising both the length of the legs and the number of legs that form the telescope. It has been pointed out that the average lead on railways is within 300 miles according to the annual reports of the Railway Board. A criticism has. therefore, been advanced that as most of the traffic moves within the first leg, both the leg and the rate were so designed as to get the largest amount of revenue from An analysis of the various commodities carried over the railways and the average distances that they travel shows that many important commodities travel over a far greater distance than 300 miles, and if "smalls" are excluded and wagon-load traffic is taken separately into consideration, the average lead is as high as nearly 400 miles. From the sample survey of traffic moving within different zones, which was carried out by the Statistical Officers of the various railways at our instance and to which we refer in more detail later in our report, we have found that the average lead for several commodities is very much higher than 300 miles. For instance, the average lead for Iron and Steel Division A, and Iron Pipes, is 580 miles, for Tea over 600 miles, for Electrical Appliances 600 miles, for Paints about 600 miles, and for Asbestos Cement products, it is as much as 1,000 miles. It has been a feature of all industrialised countries that as industries develop. movement of goods is over longer and longer distances; so that with the growing industrial activity in the country, the lead for most of the commodities may be longer than at present; at the same time the regional development of industries may have an effect in the opposite direction.

- 78. We, however, are of the opinion that the first leg of 300 miles is too long and that appropriate shorter legs may be considered. Our recommendations on this subject will be found in another part of the report.
- Ceiling on rates—existing practice.

  Ceiling on rates—existing practice.

  Ceiling on rates—existing practice.

  distance, fixed the maximum distance, at 1,500 miles, beyond which no additional charges could be made on traffic moving at class rates and for two of the wagon-load scales.

  This involves the criticism that over a certain portion of the distance, over which a commodities that move over long distances shows that a very negligible fraction of the freight is carried by the railways beyond 1,500 miles and the financial implications of this concession are not large for the railways. We shall revert to a consideration of this subject in a later part of our report.
- 80. In the freight structure of 1948, there are other aspects of freight charges, some of which are of special importance, because of the Other aspects of freight criticism that they have evoked. It has long been the practice charges in the 1948 on Indian railways to levy what is termed, a terminal charge structure. in addition to the haulage charge—a practice which was copied from the British railway system. These terminal charges, prior to 1948, varied from railway to railway and in some instances, varied also according to the commodities carried. Most railways of the world, do not levy a separate terminal charge, as it is understood in India. The freight charge covers all the cost of services rendered, both haulage and terminal services. The structure introduced in 1948 provided for a standardised terminal charge uniformly over all railways and irrespective of the nature of the commodity, with the exception of coal for which a separate standardised charge was prescribed. The minimum distance for charge was raised from 10 miles to 20 miles with the object of discouraging short-distance traffic. The short distance charge of 3 pies, which prevailed till 1948 on most railways, was raised to 6 pies and applied uniformly on all railways. The transhipment charge was also put on a standardised basis. The overall minimum charge levied for wagon-load consignments at the rate of Rs. 1-12-0 per ton on the carrying capacity of a wagon used for loading, was a new charge introduced in 1948. The rationale for the charge seems to be that some of the very light commodities give a very poor load and this results in an inadequate return for the wagon used.
- 81. We have referred to the wagon-load scales introduced in 1948 on a through distance basis. It must, however, be stated that the commodities to which wagon-load rates apply were few in about 3,000. There has been a great deal of criticism about the small number of commodities to which the wagon-load rates apply and it has been pointed out that in other countries, wagon-load rates are prescribed for most commodities. We agree that the policy in this matter should be liberalised and we shall refer to this later in our recommendations.
- 82. These are some of the more important aspects of the principles that were adopted and the changes, big and small, that were introduced when the freight structure was revised in 1948.
- Alleged rigidity of the made on the revised freight structure of 1948, on the withdrawal of station—to—station rates, on the rigidity of the freight structure and on the effect that it has had on the industrial development in various parts of the country. We shall deal with this criticism in a later part of our report and make our recommendations as to how far the grievances given expression to, need be remedied.

#### CHAPTER IV

#### BASIS FOR A NEW FREIGHT RATE STRUCTURE

84. In the last chapter we have referred to the criticism regarding the legs of Telescopic pattern of the existing telescopic freight structure and expressed the view that though this criticism is not entirely justified, we are of the opinion that the pattern of the legs should be revised. The revision that we recommend is intended generally to discourage traffic over very short distances, not to put too much burden on traffic which moves over distances of 300 to 500 miles, and to provide for a comparative and progressive lightening of the burden on traffic moving over distances beyond. The railways are finding it difficult to cater for all the traffic that is forthcoming and as we examined the witnesses and the memoranda presented, we came to the conclusion that far greater emphasis was placed by the witnesses on the availability of railway facilities than on the burden of freight rates now charged. During the war, it was common experience that there was fierce competition among industrialists and traders to obtain wagons. Conditions are not very dissimilar at the present time and as the tempo of industrialisation increases under the Second Five-Year Plan, we think that, in spite of the precautions that Government have taken and continue to take in securing more rolling stock and locomotives, there will be shortage of wagons. It must, therefore, be the deliberate policy of the authorities to discourage as far as possible shortdistance traffic by rail and to encourage alternative modes of transportation over such distances. In the light of these considerations, we recommend the following common pattern of legs for traffic moving both in "smalls" and in wagon-loads :--

Miles 1— 25
plus 26— 75
,, 76— 150
,, 151— 300
,, 301— 500
,, 501— 800
,, 801—1,200
,, 1,201 and beyond

ermana a Santana

- 85. It will be seen from the pattern of the legs suggested above that the first 300 miles has been split up into four legs. The first leg of 1—25 miles has been designed with a view to avoiding, as far as possible, traffic over short distances. Over this distance, it is possible to move traffic either by motor lorries or, where good roads do not exist, by other means of transport.
- 86. The next leg is 26—75 miles and fully covers the distance up to which at present a short distance charge is levied in addition to the ordinary rate. It, therefore, marks a well-defined zone of movement, which has all along been considered to be a zone of short distance movement. We think, in many parts of the country movement by motor lorries over this distance is possible. We are also aware that in other parts of the country this is not feasible, but we consider that a definite effort should be made by the authorities concerned to provide roads for movement by road motors. Witnesses, who appeared on behalf of road transport development organisations, strongly criticised Government for not encouraging motor transport and desired that such road traffic should be encouraged. We share the view that in the interest of national economy and having regard to the growing tempo of industrialisation of the country, transport by road, rail and sea should be developed and co-ord nated, and that the attitude that once prevailed among the railway definitions of discouraging road traffic, because of its competitive

character, should be given up. The growing tendency to nationalise road traffic is a sufficient guarantee that there will not be a repetition of the conditions that prevailed in the "thirties" and that there will be better co-ordination between different systems of transport.

- 87. The next two legs, taking the movement upto 300 miles and the other legs we have recommended for distances beyond, are intended to give the benefit of telescopic decrease in freight rates to many different commodities, which our examination shows move over varying, though well-marked, distance ranges. During the oral evidence, several interests complained that the existing legs of the telescope did not take into account the needs of different commodities which moved over varying distances. It is not practicable to have different legs of telescopic structure for different commodities, but we have tried to meet the criticism, as far as possible, by increasing the number of legs.
- 88. Having established the legs for the telescopic system of freight rates, we have now to evolve a scale of rates to be applied to these legs. This scale of rates must take into account the existing rates rates and wagon-load scales and should make an integrated pattern embracing both. In the new structure, it is desirable that the scale of rates should be on a regular

progressive basis from the lowest to the highest class. We consider that the simplest and most satisfactory method of achieving this increase would be to have one rate as a base and express all other rates as percentages of this rate.

89. In this event, the existing numbered classes 1 to 15 and the lettered wagonload scales WL/A, etc., will be replaced by a system of percentage classes. We have come to the conclusion that class Percentage rates—revised nomenit would be most convenient if the present class 9, for which clature recommended. the rate is .99 pie per maund per mile in the first leg of 300 miles, is fixed as the norm or the base rate and is styled the class 100 rate and that all the other classes above and below class 9, as also the wagon-load scales, be expressed as percentages of old class 9 or new class 100. The percentage system of nomenclature gives one an idea of the level of rates in relation to the standard The practical advantages and conveniences of the classification class 100 rate. based on the percentage system is obvious. It makes for greater simplificat on and flexibility. It lends itself easily to the adoption of additional intermediate classes, as and when found necessary, without resort to such rough devices as new lettered classes interpolated between two consecutive numbered classes. We may add that our scheme of the freight structure is not an innovation but that a similar practice obtains both in the United States and in Canada.

90. Taking the basic scale of class 100, the percentage classes corresponding to the existing class rates and wagon-load scales would be as shown below—

existing cre	199 IUI	cs and Magott-toad	Soulos Monto on my alla		•
1. WL/A		25%	15. Class 2	609	
2. WL/AR		30%	16. Class 3	659	
3. WL/C	• •	32.5%	17. Class 4	709	
4. WL/CQ	• •	35%	18. Class 5	759	%
5. WL/I	• •	37.5%	19. Class 6	809	
6. WL/B	••	•• )	20. Class 7	85	
7. WL/BR	٠	} _	21. Class 8	95	
8. WL/D	• •	40%	22. Class 9		0%
9. WL/E	• •	٠٠٠ م. ل٠٠٠	23. Class 10		0%
10. WL/CR	• •	42.5%	24. Class 11		5%
11. WL/F	• •	}45%	25. Class 12		0%
12. WL/G	• •	5	26. Class 13 "	13	
13. WL/H	• •	47.5%	27. Class 14		0% 0%
14. Class 1	• •	55%	28. Class 15	%3	0%

91. In the present General Classification of Goods, separate lower classification for consignments tendered in wagon-loads, instead of in "smalls," has been provided for only 99 commodities out of a total of about 3,000 commodities, and 17 of these 99 commodities have lower class rates, when moving in wagon-loads.

The rest are covered by the standard wagon-load scales. Apart from the 99 commodities, the rest of the commodities numbering about 3,000 have at present the same rates applied, whether the consignments are offered in "smalls" or in wagon-loads. There has been a general criticism that wagon-load rates should be available for a much larger number of commodities and it has been pointed out that in most industrialised countries such wagon-load rates have been provided for most commodities.

- 92. It is true that though some of these commodities move largely in wagon-loads, they are charged the same rates as when moving in "smalls." It is also true that others amongst these commodities move generally as "smalls" and very seldom in wagon-loads. Nevertheless, we recommend that for all commodities the classification should provide for two sets of rates: one for traffic moving in "smalls" and the other for traffic in wagon-loads.
- 93. For commodities for which only one rate is provided at present but which move largely in wagon-loads, the percentage rate corresponding to the existing class rate should apply to movement in wagon-loads and a correspondingly higher rate be charged for movement in "smalls". On the other hand, for the commodities which move largely as "smalls", we consider that the percentage rates corresponding to the existing class rates should be taken as rates for "smalls" and correspondingly lower rates quoted for wagon-loads. The prescription of such reduced wagon-load rates is likely to lead to combination and clubbing of consignments by various consignors, at least for movement to important consuming and retailing centres.
- 94. There is a third group of commodities, the movement of which is both negligible and infrequent but which move both in "smalls" and in wagon-loads and are charged the same rate for either kind of movement. We have distributed these commodities between the two groups mentioned above on a consideration of each commodity individually.
- 95. There will still be a small number of commodities like boats, carriages, motor vehicles, palanquins, etc., and explosives, for which dual rates will have no special significance. For such commodities, the corresponding percentage class rate will apply on any quantity basis (AQ).
- 96. In making our recommendation that wagon-load scales should be prescribed for all commodities, we are not unmindful of the fact that there are several commodities which, under no circumstances, will move in wagon-loads. Conditions, however, are rapidly changing, and with the intensification of industrialisation and the adoption of modern methods of packing and transportation in bulk, we feel that more and more commodities will move in wagon-loads. Taking a long range view of the possibility of traffic moving in wagon-loads, we have come to the conclusion that practically all commodities should have wagon-load rates. In view of this recommendation, it is necessary to examine the relativity that should exist between the rates for wagon-loads and "smalls" for different commodities.

between class rates and wagon-

load rates.

97 It is patent that the cost of moving a commodity in "smalls" is greater than the cost of moving it in wagon-loads. Wagons carrying "smalls" necessarily move more slowly than fully loaded wagons and the expenditure in handling "smalls" is greater than that of handling fully loaded wagons. Fully loaded

wagons have only to be marshalled at terminating points and at certain marshalling yards en route. Wagons containing "smalls" have to be detached at certain intermediate stations called repacking points, their contents unloaded and sorted by destinations and made into fresh loads. Moreover, the average load per wagon in the case of "smalls" traffic is generally lower than in the case of wagon-load traffic. The railways in India have not so far followed any consistent policy regarding the relative rates for the same commodities offered for transportation in wagon-loads and in "smalls". For commodities to which the wagon-load scales apply, the difference between the rates for "smalls" and wagon-loads is very high. On the other hand, when wagon-load scales do not apply and wagon-load rates are quoted as lower class rates, the difference between the rates quoted for "smalls" and wagon-loads is low. The reduction in rates for wagon-loads, as compared with "smalls," varies from about 60 per cent in the case of manures, to only about 7 per cent in the case of Iron and Steel Division B. In this state of affairs, we have tried to consider what should be the relative rates for "smalls" and wagon-loads. We have been considerably handicapped by lack of information regarding the comparative cost of transportation of a commodity in "smalls" and in wagon-loads. In the circumstances, we had no alternative except to adopt a rough and ready basis for fixing the relationship between the rates for "smalls" and wagonloads. We have, on such a basis, allowed an increase in the rates for "smalls," as compared with wagon-loads, to the extent of some 15 to 36 per cent. For this purpose, it is necessary to adopt certain additional percentage classes. We are recommending later that the classification of certain commodities be brought down and for this purpose also, we are prescribing additional classes. The following is the pattern for the classification of wagon-loads and "smalls" that emerges as a result of these two recommendations:

~				
Cir	ACCI	RICA	TYON	

Wagon-loads	Smalls
25 %	32.5%
27.5 %	37.5%
30 %	40%
32 5 %	42.5%
35 5 %	45%
40 %	50%
42.5 %	52.5%
45%	57 5 %
47.5%	60 %
55%	65 %
60%	70 %
62.5%	72 5 %
65%	75 %
70%	85 %
75%	90 %
80 %	95 %
85 %	100 %
95 %	110 %
100 %	120 %
120 %	130 %
130 %	140 %
150 %	150 %

- 98. In refixing the classification of commodities from their existing classes to corresponding percentage classes on the basis recommended above, and in prescribing wagon-load classification for all commodities on the basis of the relationship between "smalls" and wagon-loads, we have allotted the corresponding percentage class to a particular commodity either to wagon-load or "smalls" according as the commodity is reported to move largely in wagon-loads or largely in "smalls." As a result, the same percentage class rate, expressed as percentage of the basic rate, will be applicable to wagon-loads for certain commodities and to "smalls" for others.
- The number of classes involves 15 classes, the revised classification involves 24 classes recommended. for "smalls". There is an equal number for wagon-loads for which there are at present 13 wagon-load scales and 6 class rates. As some of these are applicable to both, there are, in all, 31 classes, excluding coal and live-stock. Some of the Chambers of Commerce urged that the number of classes and wagon-load scales should be increased, while others were satisfied with the existing number. The number of classes we have fixed, in our opinion, is reasonable. Further, with the adoption of the system of percentage classes, it will be possible to introduce intermediate classes, as and when required.
- 100. Our recommendation that wagon-load classification should be adopted for all commodities necessarily involves the prescription of Minimum weight wagon-load weight conditions. The existing wagon-load conditions. scales have certain minimum weight conditions prescribed. It has been found in practice that these minimum wagon-load conditions are not the effective working load in present circumstances. The consignors, in view of the scarcity of railway wagons, load more than the present minimum weight prescribed. Moreover, the carrying capacity of wagons is rapidly increasing, as new wagons are being added to the rolling stock. The change is more marked in metre gauge wagons than in broad gauge wagons. Partly because of the change in the carrying capacity and partly because of the change in the trade conditions affecting the quantities that offer for movement in wagon-loads, it has been suggested that revised wagon-load conditions should be prescribed for broad gauge and metre gauge The need for utilising wagon capacity, as far as possible, in the somewhat limited conditions of supply existing at present, should also be considered in prescribing new minimum wagon-load conditions. At the same time, some representatives of trade and industry while advocating an extension of wagonload rates to cover most commodities, have suggested that the qualifying wagon-load conditions should not be fixed at very high levels. It has been urged that wagon-load conditions should not be fixed on the basis of the maximum weight of a commodity which a wagon can carry, and that if such a basis is adopted traders at smaller centres would not find it possible to offer their goods in wagon-load quantities. Wagon-load conditions, it was, therefore, argued, should be fixed on a reasonable basis, because even if wagons carry less than their full capacity, it will still be profitable to the railways to carry this traffic as light wagon-loads, rather than as several small consignments.
- 101. For commodities for which weight conditions are in force, there is no question of lowering them. It has been found by actual experience that commodities, which now have wagon-load rates and which form a large proportion of the total traffic of the railways, mostly move in wagon-loads; the proportion of "smalls" traffic in such commodities is not appreciable. On this basis and having regard to continued wagon shortage, it will be unrealistic to suggest any lowering of wagon-load conditions for these commodities at least.

- 102. As a Committee, we have found some difficulty to come to any conclusion on the question of a revision of the wagon-load weight conditions and to make suitable recommendations. Apart from the members of the Committee, with direct experience of railway administration, other members, while they agree that the wagon load conditions may be prescribed, are unable to enter into any detailed discussion on a matter so technical and, therefore, do not join in any specific recommendations thereon.
- 103. We are unanimously of opinion that wagon-load conditions existing at present are on the low side, having regard to the increased loading capacity of new rolling stock and having regard to trade conditions, which have largely changed since 1948, and we recommend that wagon-load conditions should be examined afresh. What the new wagon-load conditions should be is a matter, however, on which the Committee as a whole has not got the necessary information to base an agreed and unanimous recommendation. We have had the benefit of the views of our colleagues, Shri. A. K. Basu, Shri. I. S. Puri and Shri. V. P. Bhandarkar, all of whom have experience of railway administration. Shri. Basu has drawn up a schedule of minimum weight conditions for the entire list of commodities, basing it on the analogy of the existing weight conditions and on such further information as he was able to collect. According to him, this schedule has been fixed deliberately somewhat on the low side, so that it may be revised later in the light of experience and so as to avoid the prescription of higher load conditions which in some cases may prove impracticable. Shri. Basu has also suggested that small inspectorate units be set up at three or four important centres like Bombay, Calcutta, Madras and Kanpur to carry out experiments in test weighments. Based on the results of such experiments, action may be taken to revise, where necessary, the minimum weight conditions for those commodities for which weight conditions have been in force hitherto as also to decide whether, in the case of commodities for which weight conditions have been prescribed for the first time, any revision is necessary. Shri. Puri and Shri. Bhandarkar have approached this problem slightly differently. According to them, there is ample evidence on record that, in practice, the railways have been able to obtain from the consignor in many cases loads appreciably above the wagon-load conditions at present prescribed. But this result has been obtained only whenever the shortage of wagons resulted in some sort of a rationing in their allotment. Otherwise, there has been no incentive either for maximum utilisation of wagon capacity or for better packing or for processing. In this connection they refer to the example of jute. In the existing tariff there is a lower classification for machine-pressed jute. When this lower classification was fixed, it was done in the hope that jute would be pressed to certain specifications which the railways had in mind and which would ensure fuller utilisation of wagon capacity. As, however, no weight conditions were prescribed, jute bales were not pressed to these specifications and wagon space was wasted. Shri. Puri and Shri. Bhandarkar are, therefore, of the view that if wagon-load conditions remain on the low side as at present and no change is made therein till sufficient results of the experiments proposed above are available, which experiments will necessarily take time to complete, the resultant d lay will it volve loss both in railway revenue and in transport They, therefore, recommend that, by and large, the weight conditions in force on 1st December, 1956 should be enhanced by about 20 to 25 per cent and that the weight conditions for the commodities for which wagor-load rates are being prescribed for the first time should be based on the revised weight conditions they have recommended.
- 104. Shri. Basu's schedule of minimum weight conditions for wagon-loads for all commodities has been incorporated as Annexure V of our report. In preparing this schedule he has adopted the revised General Class fication of goods which we

have recommended and shown against each of the commodities, their classification as recommended by the Committee and the minimum weight conditions as proposed by him.

- 105. In the opinion of Shri. Puri and Shri. Bhandarkar it would be easier to reduce the weight conditions in any particular case, if experience shows this to be necessary, than to prescribe a generally low level initially and to make wholesale upward revision later. In any case, it will, in their opinion, take considerable time to make such a revision. They have prepared a schedule prescribing enhanced weight conditions for commodities for which minimum weight conditions exist at present. They have not attempted to prepare an alternative schedule of minimum weight conditions for the entire list of other commodities in the tariff, but have included in their schedule those additional commodities which, while not enjoying wagon-load scales at present, are reported to be moving largely in wagon-loads. Their schedule thus shows what would be the wagon-load conditions for these commodities, if they were based on the revised conditions suggested by them for commodities which are at present enjoying wagon-load scales. Their schedule, which is given at Annexure VI of our report, however, deals only with broad gauge wagons. They suggest that the railway administrations themselves should prepare, on the basis of this schedule, revised wagon-load conditions for metre gauge and narrow gauge wagons in the light of information they have on the existing relationship between the wagons of different gauges as regards their loadability.
- Articles charged on a minimum weight per consignment.

  Articles charged on a minimum weight per consignment.

  Acroplanes, Boats, Carriages, Carts, Motor vehicles, Palanquins, etc., and also some commodities like Explosives, for which the classified rate is subject to a minimum weight for charge for each consignment. As on the basis of the present minimum weight for charge in these cases, if the commodity moves more than a certain distance, the return per wagon-mile at the revised rates will be less than the cost of haulage. Shri. Puri and Shri. Bhandarkar have, for these commodities also suggested revised minimum weight conditions which are given in Annexure VII.
- 107. The other members of the Committee are of opinion that there should be a re-examination of the existing minimum weight conditions based on the recommendations mentioned herein, as well as on the experience gathered and the information collected by the railways. In the meanwhile, perhaps, in order to avoid delay in the introduction of the revised classification, the minimum weight conditions, as suggested by Shri. Basu may be introduced subject to such revised conditions as Government may adopt based on the alternative recommendations of our other two colleagues Shri. Puri and Shri. Bhandarkar and on any information that may be already available with Government, not only for the commodities for which alternative recommendations have been made, but also for other commodities for which railways may have gathered sufficient information.
- 108. We have already referred to the suggestion of some representatives of the Indian Chamber of Commerce, Calcutta, and some other Chambers that the qualifying wagon-load conditions should not be fixed on the basis of the maximum weight of a commodity that can be loaded in a 4-wheeled wagon but should be fixed at a lower level. They have pointed out that this will enable traders at smaller centres to take advantage of the wagon-load scale of freight charges so that even if the wagons are not completely filled to capacity, there will still be sufficient quantities in them to make it profitable for the railway to carry the traffic as wagon-loads, rather than as several "smalls" consignments. Commodities, which have now wagon-load rates and which form a high proportion of the total traffic of the railways,

do not, in our opinion, require any lowering of wagon-load weight conditions. The "smalls" of these commodities is comparatively little. There movement in may be, however, commodities in regard to which lower wagon-loads may be conducive to the offering of traffic in much larger quantities, instead of in driblets Some of us recommend that in regard to such commodities, the as "smalls." device of quoting two alternative wagon-load scales may be adopted, one rate being quoted where the wagon-load condition prescribed is more or kss equivalent to the average maximum loadability of wagons and a slightly higher rate with a somewhat lower wagon-load condition.

Loading and unloading by owners in respect wagon-load classification and rates.

109. In view of the recommendation contained in a later part of our report regarding terminal charges, we recommend that the wagonload classification and indeed all wagon-load rates, should be subject to the condition that loading and unloading in such cases should be undertaken by the owners concerned. If, however, for any reasons, the consignor or consignee cannot arrange the loading or unloading of consignments, railways may perform

the operation themselves and levy such charges as may be not find in the tariff.

110. There has been a certain amount of criticism about the minimum weight condition for through traffic, which involves transhipment from a metre gauge

Minimum weight conditions in booking from metre gauge to broad wagon to a broad gauge wagon. Till 1948, the minimum weight condition attached to a rate depended upon the gauge of the railway (broad or metre) where the commodity was booked and the same condition applied right through to its ultimate destination. In 1948, this rule was amended and it is

now laid down that in booking from a narrower gauge to a wider gauge of railway, the minimum weight condition applicable on the wider gauge railway should apply from the start right through to the ultimate destination. This amendment was made with a view to securing better loading on the wider gauge, when the traffic moves from the narrower gauge to the wider gauge. It has been represented to us, however, that in order to economise in wagon space on the metre gauge also, the practice has been to insist on traffic being offered in such multiples of the weight (W) conditions as would secure full wagon-loads in both gauges. Thus, the consignor, who books traffic from the metre gauge to the broad gauge, has to offer 3 metre gauge wagonloads at the booking end, so that they can be carried by 2 broad gauge wagons where transhipment to broad gauge wagons becomes necessary. We have received several complaints on this score and various kinds of difficulties seem to have been experienced. This practice is neither fair nor just fied. We, therefore, recommend that the old rule of the wagon condition of the forwarding railway applying right through be restored and that the practice should be in conformity with this rule.

- 111. We have also received various complaints regarding the booking of livestock, when transhipment through different gauges of railways has to take place. These difficulties have, to some extent, been overcome by some consignors by rebooking live-stock at the transhipment station, but this involves the consignor in having to pay terminal charges twice over. We feel that th's hardship shou'd be removed.
- 112. In our review of the freight structure adopted in 1948, we referred to terminal charges which are in addition to haulage charges Other aspects of freight and were originally a carry-over from the practice in the charges—the terminal United Kingdom. These terminal charges are fixed charges charge. based on the maundage, applying to all commodities irrespective of the distance of haul. The only distinction made is that in respect of wagon-load consignments a slightly lower terminal charge is levied. The consensus of opinion of the witnesses is in favour of their abolition and of their being merged

into the haulage charge. The expenditure incurred on the terminal services can, in some respects, be considered in isolation from the rest of the cost of operation, and such expenditure on account of terminal services remains constant, irrespective of the distance over which the consignment has been hauled. This fact lends itself to some sort of separation of terminal and haulage cost and to that extent supplies justification for the present practice of levying fixed terminal charges for the terminal services at the forwarding and receiving stations, the haulage charge per maund varying with the distance. On most of the foreign railways, there is no separate terminal charge as levied in India, but the freight rate includes the cost of all the services rendered by the railway, and the haulage service is merely taken in continuation of the terminal service performed before the journey commences and is completed at the destination. Similarly, the terminal service performed after the journey is in continuation of the haulage service. Both haulage and terminal services are thus considered as inseparable parts of the total transportation service and are included in the total transportation charges. In the United Kingdom, for historical reasons connected with the ownership by different entities of different parts and services of the railway system, this practice of levying terminal charges has hitherto remained, but even there, it has been recommended that the charges for the terminal services should be dispensed with when the new Charges Scheme comes into effect, by which terminal charges will be absorbed in the conveyance charges with effect from the 1st July, 1957.

- 113. Our attention has been drawn to a recent report by the Estimates Committee in which a reference has been made to the terminal charges levied by the railways. In its 26th Report for 1955-56, in para 45, the Committee says:
  - "The Committee understand from the Railway Ministry that the Railway Freight Structure Enquiry Committee are considering the question whether terminal charges should be imposed separately and if so, on what basis or whether it should be integrated with the regular freight as in the U. S. A. The Committee, therefore, do not suggest any modification of this charge at this stage, but would like the Railway Ministry to make a reference in this connection to some of the advanced countries to ascertain the procedure followed in those countries and to place all the material before the Railway Freight Structure Enquiry Committee for their consideration to evolve a rational system of charging terminal charges."
- 114. We have had the benefit of the information collected by the Railway Ministry in this regard through the good offices of the E. C. A. F. E. Much of the information had already been collected by us and confirms the conclusion that in western countries, there are no separate terminal charges as such, although some of them levy certain subsidiary charges for specific services rendered at some stations.
- 115. We have carefully considered on what basis the terminal charges can be abolished. We are not unaware of the fact that the levy of these charges brought in one year to the railways a revenue of about Rs. 16 crores, or nearly 10 per cent of the total freight revenue of that year. If these charges are to continue during a period when traffic would increase, the total revenue obtained from these charges would be even more. We, therefore, come to the conclusion that the terminal charges as such should be abolished, but that this fact should be taken into consideration in evolving the revised rates structure.
- 116. We have also received suggestions that short-distance charge now levied should be discontinued. It has been pointed out that the short-distance charge is, in a way, a repudiation of the telescopic principle. We are of the opinion that transportation over short distance, where alternative modes of transportation are available, should not be encouraged and

we have framed the rates schedule on that basis. We feel that this additional shortdistance charge is an additional burden which is not justified. We recommend that it may be abolished.

- 117. A transhipment charge is now levied at break-of-gauge junctions in view of the fact that extra direct expenditure is incurred in tran-The transhipment shipping traffic from one gauge to another. The transhipcharge. ment charge has been the subject of severe criticism by the traders and merchants. It was pointed out that the break-of-gauge was not the responsibility of the merchants and that if there was one gauge right through, the consignment would have been charged the same freight without a transhipment charge and delay and damage, which now take place at the transhipment points, and which mean, in any case, an additional expenditure to the merchants, would have been avoided. The statement that break-of-gauge was not the responsibility of the merchants concerned cannot, however, be accepted at its face value. It should be pointed out that at the time of construction of these railways, having regard to the resources available, it was a choice between the break-of-gauge and no railway transport facility at all and the merchants of the day were only too glad to accept the metre gauge (or even the narrow gauge), in preference to no railway at all. Nevertheless, we recommend the discontinuance of separate transhipment charges, specially as this will be in keeping with the policy of standardisation of freight rate throughout the country.
  - 118. The ghat charge is somewhat akin to the transhipment charge and is levied at river crossings on account of additional expenses in shifting rail and river connections at the crossing station from time to time. For the same reason as has been given regarding the transhipment charges, we recommend that separate ghat charges as such may be abolished.
  - The minimum distance for charge is at present 20 miles. The minimum distance was raised in 1948 from 10 miles to 20 miles with the object of discouraging short-distance traffic. While some witnesses have asked for the restoration of the low limit of 10 miles, others have suggested an increase of minimum mileage to 40 or 50 miles, particularly in view of the growing motor traffic. Having regard to the fact that road development has not taken place to the same extent in all parts of the country, we recommend that the minimum distance be raised to 25 miles and charges levied on that basis. According to the present practice, the minimum distance applies to each railway, when in through booking the commodity is carried by more than one railway. It seems to us that this is illogical and we recommend that the minimum distance should apply only once in such bookings.
  - The minimum weight of a consignment that is accepted for booking of goods traffic is at present 7 seers, while the minimum weight for charge is 20 seers. This means that although consignments as small as 7 seers are booked by goods train, they are charged as for 20 seers. From the replies we received on this issue, it is seen that while a few suggest that no change be made, the majority of the witnesses recommend that the minimum weight should be 20 seers corresponding to the minimum weight for charge and some go to the extent of suggesting that a consignment less than one maund should not be accepted for carriage by goods train. Whichever suggestion is accepted, it means that consignments below the minimum weight should travel by parcel services. We recommend that, to start with, the minimum weight for acceptance of a package by goods service should be 20 seers and the charge should be based on 20 seers.

- 121. In the revision of the freight structure in 1948, it was provided that an The minimum charge overall minimum charge per wagon-load consignment should for wagon-load consign- be at the rate of Rs. 1-12-0 per ton on the carrying capacity of the wagon used for loading. The raison d'etre of the charge is that some of the very light commodities give a poor load and the wagons used for carrying these commodities do not earn an adequate return. We do not consider that the method of minimum charge prescribed is the best way to overcome this According to an old rule, it is provided that if bulky commodities cannot be loaded upto 120 maunds in a 4-wheeled broad gauge and 80 maunds in a 4-wheeled metre gauge wagon, the consignment will be charged as if 120 maunds have been loaded on the broad gauge and 80 maunds on the metre gauge. If, inspite of the operation of this rule, the commodity carried does not yield an amount equivalent to the bare cost of service, then there is a case for examination, whether the weights prescribed by the old rule should be raised or whether the commodity itself should be placed in a higher class than at present. We recommend, therefore, that the overall minimum charge of Rs. 1-12-0 per ton should be abolished.
- The minimum charge of that as there is a minimum distance. Some of us consider that as there is a minimum weight condition for the acceptance of a package, and a minimum distance for charge has been prescribed and as the rate for that minimum distance is quite high, it is not necessary or proper to prescribe a further overall minimum charge, which incidentally places an unjustifiable burden on "smalls" traffic. They, therefore, recommend that this minimum charge for "smalls" should be abolished.
- 123. Under Rule 67 (4), Chapter 1 of the Goods Tariff, maxima and minima rates per maund have been laid down for all standard telescopic class rates. The maxima are really the existing Maxima and minima rates. class rates and the minima are .16 pie per maund per mile for the 1st class and .20 pie per maund per mile for the remaining classes. There appears to be some misunderstanding on the part of the public about the purpose, significance and extent of this provision of fixing maxima and minima rates. The complaint has been made that the level of freight is high, as the actual rates are much in excess of the minima prescribed, which are presumed to apply both to class rates and wagon-load scales. In an earlier chapter, we have referred to the origin and method of prescribing maxima and minima rates. At present, the minimum applies only as a floor, i.e., the level below which individual railway administrations cannot quote station-to-station rates. As a matter of practice, there is an intermediate floor prescribed by the Railway Board, below which railway administrations cannot quote station-to-station rates. We are of opinion that neither maxima nor minima should be prescribed under existing conditions in the new structure, but that the Railway Board may fix a minimum below which no station-to-station rate can be quoted by the railway administrations. We shall refer to this later, whilst dealing with station-to-station rates.

#### CHAPTER V

#### THE SCALE OF RATES, THE IMPACT OF THE SECOND FIVE-YEAR PLAN ON ITS EVOLUTION—THE NEED TO KEEP THE FINANCIAL STABILITY OF RAILWAYS IN VIEW WHILST EVOLVING THE SAME

124. It has already been pointed out that there are certain inconsistencies

first stage of evolution-knocking off existing disharmoniesits financial implication.

and disharmonies in the existing wagon-load scales and in their relationship to class rates for the commodities concerned. We have depicted on a graph, included as Annexure VIII to our report, what the existing scales look like relative to one another. In attempting to evolve a

new scale, we have, in the first instance, constructed a revised scale of telescopic rates, which keeps as closely as possible to the existing rates structure and forms a regular and integrated pattern of rates. In this revised scale, the telescopic rates corresponding to the existing class 9 would be as follows. Other classes and wagon-load scales would be percentages of this scale, as stated in para 89 in Chapter IV. The terminal, short-distance and other charges have been kept undisturbed.

			6-275	W 250000	9 1-1-5	a .	
Miles	1		25			1.12 pies p	er maund per mile.
+	26		75			1.10	do.
+	76		150	W63	469	1.04	do.
+	151		300	λiT	4 J.	.967	do.
÷	301	_	500		3/7	.85	do.
-‡	501		800		1771	.733	do.
+	801		1,200			. 575	do.
+	1,201	and (	over	गमेत	जगर्ने:	. 456	do.

125. If this revised scale were to be adopted, there would be an increase of about Rs. 9 crores in freight revenue from general merchandise on an annual estimated return of Rs. 180 crores. If the coal scale is also suitably revised, then the total additional freight revenue from general merchandise and coal will be of the order of Rs. 11 crores. It is interesting to note that the aim of Government in levying a supplementary charge of 61 per cent with effect from 1st April, 1956 was to secure an additional revenue of Rs. 11 crores which could equally well be achieved by the adoption of the revised scale, as suggested above.

A uniform freight charge -bad method of raising revenue.

126. We are of opinion that a uniform supplementary charge on freight rates is not the most satisfactory method of raising additional revenue and should be resorted to only in extreme emergencies, when quick results have to be obtained and when it is not possible to wait and work out increases in

freight rates on the basis of the capacity of different commodities to bear the burden. The method of uniform supplementary charge on railway freight rates is not scientific any more than it is scientific on tariff rates on imported commodities. It may result in the movement of such goods becoming restricted. A uniform general increase in freight rates places much greater burden on the cost of manufacture of certain finished or semi-finished goods, since the increase affects the freight cost for each of the raw materials needed, as also the freight cost for the finished or semi-finished products which have to be distributed all over the country.

Where additional revenue may be required, the best method is to modify the scale of freight rates so as to spread the burden equitably and in degrees varying according to the capacity of different commodities to bear the burden.

127. At this stage, it is desirable that we consider the Second Five-Year Plan proposed for railway expansion and development and the Railways the and financial provision that has been made for the Plan. A century of railway development has carried India to the

Second Five-Year Plandemand for transport

threshold of significant and large-scale expansion and to-day, exceeds capacity. she is on the eve of great achievements in the industrial field. Continuing transport shortages and bottle-necks, which are being experienced during the post-war years, did not harass entrepreneurs in the past, except during short periods of busy seasons or at rare intervals, as during the first decade of the century or the First and Second World Wars. The succeeding phases of economic growth, which will be speeded up through the Five-Year Plans, will necessitate a large-scale development of railway facilities to meet the demand of intensified and rapid growth of traffic. It is expected that ultimately the contribution of the railways to the economic regeneration of the country will be much more impressive than during the previous century of its existence. This expectation is, however, greatly subdued by the pervasive fear that unless the present capacity of the railways is substantially increased, and that rapidly, the industrial development, that is otherwise practicable, is likely to be jeopardised. In an ordinary laissex faire economy, the failure to provide in time adequate transport may not be as disastrous as in a planned economy, which involves rationing of resources and dovetailing of one part of the economy with the other by the planners. This fine balancing is the very heart of planned economy. Ordinary forces of competition and entrepreneurial speculation, which is at once the price paid for and the self-acting corrective of free economies, may no longer have full play.

In view, however, of the fact that the private sector will have an important place in the economy, the aim should be to provide adequate transport as quickly as possible, with a reasonable margin, so that, in the planned progress of the country, transport

employed in providing some cushion in transport capacity should not be considered as wastage and should really be treated as an insurance against transport bottle-

The resources

is not allowed to lag behind present and future development.

necks and an inducement to enterprise. We are unable to disagree with the view forcefully expressed in some quarters that far from providing the cushion, the Plan does not allocate adequate funds to the railways to enable expansion even to the minimum extent necessary for dealing with the expected increase in traffic. 128. According to the Second Five-Year Plan, the volume of goods traffic is expected to increase by 61 million tons (originating), i.e., in traffic

from 120 million tons at the end of the First Plan to 181 according to the Second million tons in 1960-61, while the increased capacity Five-Year Plan. provided for and the improved efficiency expected to be secured will not enable railways to carry all the additional traffic anticipated or rather planned to be generated. More recent indications go to show that the estimate of 61 million tons of additional traffic expected is itself on the low side. Further, this does not take into account the increasing transport burden resulting from an increase in the lead of traffic, which generally characterises a period of rapid industrialisation. The prospect is, therefore, anything but re-assuring. Against the background of planned development, shortfall in transport will mean idling and non-utilisation of scarce resources. Several witnesses appearing before us expressed serious misgivings about the adequacy of additional transport capacity that is being provided by the railways. The apprehension that very real difficulty may be experienced in the execution of the Plan, owing to transport shortages, is widespread.

129. The primacy of iron and steel and other heavy industries in the industrialisation plan cannot be gainsaid. The very real doubt, which needs to be set at rest, is whether other development plans, both in the private and public sectors are likely to be halted or greatly delayed for lack of transport. In such an eventuality, will it not be a waste of funds, resources and national effort to work for developments which cannot be completed in the Plan period and to allot funds which will remain locked up in partial capital assets? In an integrated plan, progress in one branch is linked with progress in another. The danger to the economy from transport shortage, particularly when the economy is so carefully tailored and adjusted in minute detail, is real and cannot be wished away.

130. In this connection, we agree with the views of the Estimates Committee expressed in its 18th Report (1955-56) that the railways' estimate of requirement of additional rolling stock, which committee about inadetakes into consideration the revised target of production in the case of certain basic industries, such as coal, iron and steel and cement and an overall 5 per cent. increase in

loading, is extremely conservative. We would further add that the demand for transportation increases much more rapidly than the increased production planned for, owing to supplementary and ancillary activities generated.

131. Planning in this country is not totalitarian in concept. This funda-

mental principle has been emphasised in the report of the .

Planning in mixed onomy needs spare First Five-Year Plan and is repeated in the Second. A large economy spare field of development, though controlled, has been left to transport capacity. the initiative of the private sector. It is not only anticipated by the private entrepreneurs but it is imperative on the part of the railways that transport, far from proving a bottle-neck, should provide for some elbow room, so that the country is not denied the benefit that may be derived from the vigour and initiative of private enterprise. In a totalitarian economy, it may conceivably be possible to work to a much closer margin between transport need and transport. capacity, without appreciably upsetting fulfilment of targets, than can be hoped for in an economy where private enterprise is expected to play its part. In the former case, almost all freight movements can be covered by forecasts and programmes a good time ahead of requirement. In the latter case, it cannot be so fully taken care of in advance and adequate spare capacity will be needed to provide for it. It is essential to make allowances for and, indeed, to stimulate and bring out possible developments which are dormant in the situation and would come to surface only by providing necessary transport facilities and attracting entrepreneurs to exploit the natural resources of the country. A function of the Planning Commission, in this context, will apparently be to canalise such ventures on nationally important lines in conformity with the general Plan Frame, but such possibilities will be out of question unless spare transport capacity is there ready to be utilised for the purpose. The aim should, therefore, be to provide for a cushion of spare capacity. This cushion will be the price paid for the desired flexibility of transport requirements, and it will, in its turn, not only promote greater production, but also tend to lower the general production cost.

132. Norman M. Kaplan, in his contribution "Capital Formation and Allocation" included in the volume "Soviet Economic Growth," points out that "in the United States the existence of an extensive railroad network was a prior condition to the development of an extensive market and, therefore, to the development of large-scale industry; on the other hand, the U. S. S. R. could economise on railroad investment over time by pacing the growth in the railroad network to the growth in industry." In India, in a climate of mixed economy, the position should be somewhere in between and a fair amount of additional capacity will be needed ahead of traffic.

- 133. Further, at a time of shortage in railway capacity and expanding industrialisation, there may be the danger that the public sector, in its concern to achieve its targets, may utilise most of the railway capacity available and the private sector may suffer. The result would be that private undertakings, planned according to the policies of and encouraged by Government, would be impeded in the course of their construction and may not come into full development, resulting in serious and grievous loss, not only to the private sector, but to the economy of the country generally.
- Cut by the Planning Commission from the Railway Plan of Railway Plan of Railway Board at an estimated cost of Rs. 1,480 crores and have compared it with the Plan costing Rs. 1,125 crores, as approved by the Planning Commission. The cuts made by the Planning Commission are as follows:—

Rs. 129 crores

1. New lines

(As against 3,000 mil are now proposed and steel industries	almost	new lines, wholly fo	only 850 or the new	miles v iron			
2. Locomotives and rol	ling sto	ock	A.		,,	87	,,
3. Track renewals	6	SPE			,,	25	,,
4. Line capacity works	. 9		MASKS.		**	29	•••
5. Signalling works	(	\$			**	20	,,
6. Electrification		LIGHT	TY.		,,	50	••
7. Safety works		TALY S	18.8			5	••
8. Other items	· A	THE SECOND	10 A		,,	10	,,

It will be seen that apart from the cut in the new lines, most of the other cuts will really affect railway capacity to carry additional freight and in view of what we have stated above regarding traffic potentialities, this is a matter which requires further consideration by Government.

Examination of financial picture railways during the financial picture financial picture railways during so, we have and trade, but also to keep in mind that development is necessary in the transport industry itself to meet such requirements.

Public views on the financial aspect of rail-way working.

Public views on the financial aspect of rail-way working.

Public views on the financial aspect of rail-way working.

The witnesses, who have furnished memoranda to us and given supplementary oral evidence, have also devoted considerable attention to this aspect of our enquiry and we are, therefore, able to ascertain the considered views of responsible representatives of the commercial community in this matter. A few of the witnesses have no doubt emphasised that railways are a public utility and, therefore, the financial aspect of the railway administrations is not quite so important as the need to serve the public in promoting industry and in developing trade.

therefore, the financial aspect of the railway administrations is not quite so important as the need to serve the public in promoting industry and in developing trade. In fact, these witnesses have made no secret of their opinion that railways may run at a loss but that the vital thing is to enable industries to develop and trade to increase

It is unnecessary for us to point out that any loss, that the railways may suffer, has to be made good, if not through increases in freight, by general taxation and that this will probably affect more adversely the prospects of industrialisation and of further expansion of trade. On the whole, however, responsible representatives of the commercial community are in general agreement on the main issue, viz., that railways should earn enough, not only to meet the current operating expenses and interest charges on the capital invested, but also to cover adequately the depreciation of railway assets and those improvements in railway technique, which will assist in meeting the demands of growing traffic. In pre-independence days, railways made a contribution to the General Revenues over and above the interest on the capital-atcharge, in terms of what is known as the Separation Convention. What is now called dividend to the General Revenues is only a little more than interest on capital loaned to railways, together with the charges for servicing the Government loan.

137. We have obtained from the Railway Board their estimate of earnings and expenditure for the remaining years of the Plan period. So Railway Board's estifar as revenue is concerned, the estimate has been prepared on the basis of the level of freights and fares in the year

mates of earnings and expenditure during the Plan period.

charge of 6½ per cent imposed in 1956-57. Account, however, has been taken of the additional traffic which railways will be able to carry during the Plan period, if the Plan envisaging an expenditure of Rs. 1,125 crores on railway development is implemented.

1955-56, without taking into account the supplementary

138. In the course of their evidence, some of the witnesses, who spoke on behalf of some Chambers of Commerce, and other independent witnesses, have stated, with great confidence and emphasis that if Indian railways were more efficiently worked than they do at present, they would be able to carry a far larger volume of traffic with the same equipment and, therefore, at cheaper rates than even at present. This is an aspect of the question which we have also examined and we have dealt with the question of efficiency of operation by railways in a succeeding chapter. We may, however, state here that the Railway Board, in making their estimate of traffic, which railways will be able to carry as a result of the developments envisaged in the Plan period, have made such allowances for improved efficiency, as they consider possible to attain during that period. They have based their estimate on a 10 per cent. improvement in the existing capacity by improved operational efficiency.

139. In making their estimate of revenue during this period, the Railway Board have assumed that the average distance over which the various commodities move at present will remain more or less constant. Present indications are that leads are increasing. This may be seen from the figures published in the annual reports of the Railway Board. They show that—

in 1938-39, the lead was 250.8 miles,

in 1948-49, the lead was 275.5 miles,

in 1954-55, the lead was 300.4 miles, and

in 1955-56, the lead was 316.2 miles.

Another assumption that the Railway Board have made is that the average earning per ton-mile will remain the same as at present. This is a somewhat optimistic view. During the Plan period, while heavy industries are being established, the additional traffic will largely consist of comparatively low-rated traffic like coal, ores, limestone, cement and agricultural produce and the proportion, therefore, of high-rated traffic and low-rated traffic will tend to be different from what it is at present. Notwithstanding this fact, we have, however, accepted the Railway Board's figures.

estimate of expenditure supplied to us by the Railway Board.

140. Apart from this, we have also considered it necessary to review the Railway Our review of the Board's budget on the expenditure side supplied to us and we have come to the conclusion that this estimate has to be amended for the reasons given below.

141. We assume that, in accordance with the resolution passed by the Lok Sabha regarding the period for which the Depreciation Fund should remain steady, a provision of Rs. 45 crores will be automatically made during the next four years. The declaration in the Budget Speech 1955-56 by the Minister of Railways and Transport in Parliament confirms this assumption. We, however, feel that even this provision is inadequate.

142. The practice adopted by railways generally is for the railways to build up

Appropriation to Depreciation Fund past practice.

a Depreciation Fund in such a manner that it may, in respect of each asset, accumulate an amount equivalent to the cost of replacement of that asset by the time its replacement falls due. The Depreciation Fund on this basis consists at any time of

the full replacement cost of an asset which is due to be retired, and calculated uptodate amount for depreciation in respect of assets which will be retired later. When the Depreciation Fund was instituted for Indian railways in 1924, no provision whatsoever was made for arrears of depreciation, i.e., depreciation which the various assets had suffered upto 1924. Again, contributions in respect of depreciation assumed to have occurred in subsequent years were calculated with reference to the original cost and have no bearing on the replacement cost of the asset from time to time. Prices increased steeply, as a result of the Second World War, and Government were faced with the difficult situation of having to replace assets at three or four times the original cost, without having accumulated, in respect of such assets, a Depreciation Reserve equal to even the bare original cost.

143. In 1945, Government decided, on an ad hoc arrangement for three years only, to tide over this difficulty. Briefly, this arrangement was that all expenditure for the replacement of an asset, in excess of the original cost, should be charged to ordinary working expenses, while an amount equal to the difference between the accumulation in the Depreciation Fund in respect of the asset replaced and its original cost should be charged to the Railway Reserve. No attempt was, however, made at that time or subsequently to recalculate the depreciation in respect of the assets which continued to exist, so as to bring the annual contribution to the Depreciation Fund in line with the rise in the level of prices. It is true that where the rise in the level of price is abnormally high, it has not been found possible even on ordinary commercial concepts to cover the whole of the high replacement cost from the Depreciation Fund, but in all well-regulated commercial concerns, it has been the practice to set apart for the Depreciation Fund an amount higher than that which would have been set apart, if it were based purely on the original cost of the While strict recalculation has not been made with a view to asset concerned. equalising the depreciation, set apart to the present cost of the asset to be retired, we find that consideration has been given by Parliament to this aspect of the contribution to the Depreciation Fund and periodical readjustments have been made, after review of this question by Committees of Parliament. One of the Committees, which reviewed the subject, was the Railway Convention Committee, 1949, which found that the withdrawal from the Depreciation Fund was running at the level of Rs. 30 crores a year, against the then normal contribution at the rate of Rs. 11.5 crores a year, and came to the conclusion that unless immediate steps were taken to alter the basis of contribution and strengthen the Fund very substantially, the Fund would be completely liquidated by 1953. The Railway Convention Committee, however, felt that it was not possible for the railway revenues to make a contribution to the Depreciation Fund of the order of Rs. 30 crores a year and after taking into

Articles		General fica		ap	nima we onditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Flasks, vacuum (if partly of Glass, e)		130	150				
Floodlights and search- lights (if with glass re- flectors, e)	,	130	150				
	-						
Flooring patent Includes— Flooring composition.	P/24	60	70				
Flour As under— Attah. Gram flour. Maida. Self-raising flour. Soojee.	P/6	37.5	50				
Flour Mills refractions Includes— Cockle seed. Mill sweepings.	P/5	47.5	60	; ; ;			
		Barran Sales			İ	1	
Fluorspar, florite or fluorspar	P/30	47.5	60			Ì	
Fly paper	P/22	65	75		.		
Fog signals, railway	p;d	180			}		
Foods for live-stock, N. O. C	P/5	47.5	60				
Foods, N. O. C., including patent foods prepared from cereals and/or milk.	P/22	100	120				
Formaldehyde	P/26c	130	150	j		ļ	
Frames for Indian drums, wooden		80	95				
Frames for piles, iron or steel		80	95				
French polish	p;d	80	95				
Friction tubes	p;d	180					
Fruit juices For syrups, country	P/24	80	95	, ,			

Articles			l Classi- tion	ap	nima w conditio plicable on-load	ns e to	Remarks	
		Wagon- loads	Smalls	3. G.	м. G.	N. G.		
Fruit juices or syrups, imported	P/24	100	120					
Fruit preserves, country	P/24	80	95					
Fruit preserves, imported	P/24	100	120					
Fruits, dried	P/7	95	110					
Fruits, fresh, N. O. C	p; P/14	42.5 (OR)	55 (OR)				RR rates will be 20% higher.	
Fuller's earth	P/6	60	70					
Fulminate of mercury	p;d 👸	180		)				
Furniture, collapsed folded or unassembled N. O. C.	P/20f	80	95					
Furniture, iron or steel	P/20f	80	95					
Furniture N. O. C Includes— Boxes, wooden,	P/20f	120	140			1 m		
ornamental.	1				!			
Furs	e; P/22	150	180					
Fusel oil	p;d	150	180	į				
Fuze lighters	p;d	180	••	į				
Fuzes, safety, igniters	p;d	180						
Fuzes for shells	p;d	180			i			
Fuzes, safety, for blasting	p;d	180		l I				
Galvanic batteries	P/22	130	150		į			
Game	p; P/8	80 !	95	į		İ		
Garlic	P/6	95	110	i		}		
Garnet sand	P/6	55	65					
Gas appliances and fittings, N. O. C.	P/22	80	95	: :		!		
Gas Carbon	P/30	60	70					
Gelatine	P/22	100	120	!	į			
Gelatine 80% strength	p;đ	180		:	1	1		
Gelatine Dynamite	p;d	180		į				

46

Articles		General ficat	Classi- tion	l c	nima wo conditio oplicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Gelignite	. p;d	180	••				
Gelignite, 62% N. G	. p;d	180	••				
Generators, lachrymatory	p;d	180	••				
Geobel	. p;d	180			1		
Geobel No. 2	. p;d	180	••				
Geobel No. 3	p;d	180					
Geophex	. p;d	180	357				
Ghee	. P/24; S/2	95	110	>			
Ghooting	. P/30	32.5	42.5				
Ginger, green	. <b>P</b> /6	80	95				
Ginger, preserved .	. P/22	100	120				
Glass, b:oken	. p; P/5	47.5	60		1	1	
Glass carboys, returned empty		47.5	60				
Glass, crushed or powdered	P/22	85	100				
Glassgow Dynamite .	. đ	180					
Glass silk or wool .	. P/22	130	150				
Glass substitutes .	. P/22	100	120				
Glassware Div. 'A' As under— Glass, N. O. C. Mirrors, N. O. C. Stained glass Triplex glass	. e; P/22	150	180				
Glassware Div. 'B' As under— Glass sheets (plate of sheet of thickness 3/16 and above silvered or unsilvered)	"	95	110				
Glassware Division 'C'. As ur der— Electric bulb, unassen bled parts Glass carboys, empty	n- . P/20	65	75				·

Articles		Gener lic	al Classi- ation	ar	inima w conditic oplicabl on-load	ons e to	Remarks
·-·	••	Wagon- loads	· Smalls	B. G.	,M. G.	.N. G.	
Glassware, Division 4	C,	-		<del></del> -	' !	<u> </u>	
Glass chimneys an	d	•	:		Ì	! !	
giodes other that lamp shades	n D'o	i	!				
Glassfigure or flows	rs		:			1 1	
in sheets Glass inkpots	P20 P.9	!	i				
Glass sheets (plate o	r	1	! !				
sheet) of thicknes below 3 16" silvered	s d	i	}	:			
or unsilvered Glass rods, shells and	Pin			į	i	!	
tubes	P 20	1000	2	!	- {		
Glass tiles Glassware pressed	. P.20		1843		į	1	
including-dishes	7	87.		i	!	i	
jars and tumblers. Mirrors, tin, wooden	. P.9			1	i	i	
celluloid framed, no	1	SAME S	469	- {	- 1	i	
exceeding 14 ins. in length or 10 ins. in		VA if	41	1	!	- 1	
breadth	. P'22	127	1.00	- 1	į	-	
	. P 22 . P 22		110.00	į	- 1	}	
Glaver M. C. C	1		1157	1		i	
Glucose N. O. C.	. P 22	130	150	į			
Glucose powder	. P,24	65	의식· <b>7</b> 5		i		
Glue		100	120		i	i	
Glue	*P/5	80	95 į	!		*P;	24 will apply for
Glycerine crude		60	70				Glue liquid."
Glycerine, other than crude.		80	95	i	!		
Goats' hair—articles made of —such as bags, beltings,			j		[	i	
SUTINGS, PODES, Carnets or	İ	j	ł	i	- 1	- 1	
rugs and putties	P/22	85	100		!	-{	
Goats' hair, full-pressed		80	95		İ		
Goats' hair, half-pressed	S-15   P-21 ;	100	120	ł			
Joats' hair, loose	S'15 P 5;	130	150	ļ	1 1		
o-carts, subject to a mini-	S/15				- }	j	
mum weight for charge	}		1	!	}	- 1	
of 20 seers per package	P:20f	120	140	į		- 1	
ioggles (if of glass, e) .	P 22	150	180 ;	:		!	
olden drink powder	P 22	95 <sup>i</sup>	110	:		į	

;	Article	rticles		General Classi- fication		ar	nima w conditio plicabl on-load	Remarks	
			Wagon- loads	Smalls	B. G.	M. G.	N. G.		
Golden syrup i in tins	n bottle	s or	P/22	100	120		:   	<del> </del> -	
Golf kit	••	••	P/22	130	150				
Gooda k	••		P/5	80	95				
Goolkhand	••	••	P/24	95	110				
Gooroochand	••		e ; P/22	150	180				
Grain and pulse As under— Akri seeds Bajree. Black gram Cheena Chowlee se Dhall Gram	ı	••	P/6	32.5	42.5				Note.—This classification does not app to proprieta varieties of Grain and pulses, e.g. Quaker oats
Gram, parc Horse gram Indian corn Jowari Khesari, Milo (Mille Moong, Muisoor,				1/1/ इ.स.	Sed .				packed in tins of bottles, which are chargeable as Foods, N.O.C. &c.
Mutt. Oor.d. Raggi Rice Rice, beaten Rice, pounde Toor. Wheat.	ed.					The state of the s			
Barky, pearl Beans, N. O. Beans, parch Chuni (i.e. m broken pied and husks or pulses.)	C. ed. sixture o	of der							
Cow-pea, dry Kara mony. Oats. Paddy. Peas. Rajgera. Sago, commo Tapioca globi	n.					The state of the s			

Artic	les	Genera fica	l Classi- tion	ap	nima w onditio plicabl on-load	ons e to	<b>Re</b> marks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.		
and pulses, N.	O. C. P/6	55	65		-		
A schones  A lades—  Amophone con  B at parts of,  A amophone rec	npo-	150	180				
enaphone needles	or pins P/22	100	120				
ohone reco	rds, P/5	55	65				
. ::	P/30	70	85		1		
dry, N. O. C.  Tookas, grass  Moosal  Chari  Tradistalks  Hay  Chari  Tradistalks  Hay  Chari  Tradistalks  Hay  Chari  Tradistalks  Hay  Chari  Tradistalks  Hay  Chari  Tradistalks  Hay  Chari  Tradistalks  Hay  Chari  Tradistalks  Hay  Chari  Tradistalks  Hay  Chari  Tradistalks  Hay  Chari  Tradistalks  Hay  Chari  Tradistalks  Tradistalk	ed der I).	42.5	55 114 114 51	a a			
recen	P/1	42.5	55				
daks daks daloleum jelly.	P/24	70	85				
hand-filled	p;d	180					
onators)	vith- p;d	180					
hand, for ext	in- P/22	130	150				
name hand or r	ifle p;d	180					
ಾರ್ಟಿs, rifle filled	p;d	180					
For mills (stone)		65	75				
fasanes andes a Fasacstones, Vactstones,	P/22	80	95				

Articles		General Classi- fication		nima we condition oplicable on-load	Remarks	
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Groceries, N. O. C P/2	2 95	110				
Ground-nuts with shells P/5	75	90				
Gum, crude P/6 Includes— Kudru.	60	70				
Gum, manufactured P/2	22 80	95				
Gun cotton p;	d 180					
Gun-metal ingots, sheets or slabs.	70	85				
Gun-metal scrap P/	7 65	75	3			
Gun-metal ware P/	22 95	110				
Gunnies Includes— Ciunny bags. Hessian cloth. Hessian canvas (plain and uncoloured). Jute twine.	5 85	100				
Gunny waste and cuttings, N. O. C P/	1 55	H 94 65				
Gunpowder p	; d 180	)				
Gunr owder, schultze p	; d 180	)				
Guns	130	)   150 	)			
Guts, salted P	/24c 80	95	5			
Guttapercha P	/22 100	120	)			
Gymnastic apparatus P	/22 9:	1	-			
Gypsum P	/30 32.	5 42.	5			
Includes—  Root and shoe acces-	/22   10 /26	0 120	0			
Hair, horse F	/22	0 12	0			
	7/5 13	0 15	0			

Articles		General ficat		Minima v conditi applicab wagon-loå	ons le to	Remarks
·		Wagon- loads	Smalls	B. G. M. G	. N. G.	
Hair oils and hair dressing preparations	P/24	95	110			
Ham	P/8	100	120			
Hand blowers	P/22	60	70			
Hand mills	P/20f	95	110			
Hand trucks	P/19	95	110			
Hardware, N. O. C Includes— Suit case clips.	P/22	110	130	3		
Harness and saddlery	P/22	100	120			
Hats	P/22	110	130			
Healds and reeds for looms.	P/22	85	100			
Helmets	P/22	130	150			
Hide fleshings, scrapings and trimmings	P/30	40	52.5			
Hides, skins or pelts, common, dry	P/1 ; S/4	70	85			
Hides, skins, or pelts, common wet	P/5; S/4	70	85			

Articles		General ficati		c ap	nima ondi plica on-lo	tior ible	18	Remarks		
		Wagon- loads	Smalls	B. G.	M.	G.	N. G.			
Hides, skins or pelts, fine  As under— Crecodile. Deer. Fox. Hices, skins or pelts, fine, N. O. C. Jackal. Lamb skins for furs. Lizard. Rabbit. Tiger.	* P/22 ; S/4	100	120					* P/5 will apply for "Hides skins or pelts fine wet".		
Honey, imported	P/24	100	120							
Honey indigenous	P/24	85	100	3						
Hookalis, common, country	P/5	55	65							
Hookahs, N. O. C	P/22	100	120							
Hops	P/22	100	120							
Horns, stag	P/5	95	110							
Hose, N. O. C	P/22	100	120							
Hosiery, silk	e; P/22	150	180							
Household 'effects of all kinds, bona fide, not for sale	P/20f, S/9	120	140							
Howdahs, subject to a mini num weight for charge of $13\frac{1}{2}$ maunds each	P/20f	130								
Husks of grain, pulses, common seeds, oil seeds, N. O. C. and seeds, N. O. C.	<b>P</b> /5	32.5	42.5							
Hydraulic brake fluid	p;d	80	95							
Hydrochloric salt	P/24c	55	65							
Hydrogenated oils	P/16	95	110							
Hydrogen gas, compressed.	p;d	150	180							
Hydrogen/Nitrogen	p;d	150	180							

Articles				l Classi- tion	ap	nima wo conditio oplicable on-load	ns e to	Remarks		
	Wagon- loads	Smalls	B. G.	M. G.	N. G.					
Hydrogen peroxide soluexceeding 40 voluestrength	tion mes	p;d	150	180						
Hydrogen peroxide solution of strength 40 volume and under	tion mes	P/29c	100	120						
Hydrosulphate or hydrosulphite of soda	iro-	p;d	80	95						
Hyposulphite of soda		P/7	55	65						
Ice	••	p; P/12c	45 (OR)	57.5 (OR)	3			RR rates will be 20% higher.		
Idols, stone		<b>P</b> /20	95	110	7					
Implements for games	••	P/22	95	110						
Improved ballistite		p;d	180	NAT						
Incandescent mantles gas and high por lamps, etc.		P/22	100	120	)		:			
Incense		P/22	100	120	7					
Incubators		P/22	80	95						
Indigo		P/22	80	95						
Indigo dust		P/22	<b>5</b> 5	65						
Indigo seeds		P/22	55	65		Ī				
Indigo sweepings		P/22	55	65						
Industrial alcohol, detured As under— Denatured mhowa spirit. Denatured spirit, ordinary.	na-	p ; d	95	110						
Denatured spirit, special. Methylated spirit.										
Infusorial earth diatomite	or	P/30	47.5	60						
Inhibitor		P/24c	130	150						
Ink		P/24	80	95						

<b>A</b> rticle <b>s</b>		General Classi- fication		e ap	nima wo onditio plicable on-load	<b>Re</b> mar <b>ks</b>	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Insect cides (fluid) inflammable having a flashing point below 76° Fahr	d	55	65				
Insecticides (fluid) inflammable, having a flashing point at or above 76° Fahr. but below 200° Fahr.	d	55	65				
Insecticides (fluid) inflammable, non-dangerous, having a flashing point at or above 200° Fahr	P/24	55	65				
Insecticides, N. O. C.	P/24	55	65				
Instartaneous fuze	p;d	180		5			,
Iron, hitrate of	p;d	150	180			:	
Iron or steel—Division 'A'.  As under— Anchors Anghities or iron choolas Anvils Eangles Eaters, cast Fell chairs Felt fasteners Helt lacing iron or steel Brackets Buckets Buckets Buckles Hungs and caps Cables, chain Cables, wire Castings, N. O. C. Chimneys Cisterns Columns, cast Door-bolts Doors Dust bins Expanded metal Fencings Forges Gates Hammers Hangers Hasps Heels Hinges Hooks	P/19 P/19 P/19 P/19 P/19 P/19 P/19 P/22 P/22 P/19 P/1 P/22 P/5 P/19 P/19 P/19 P/19 P/19	75	90				

Articles	Genera fica	e ap	nima w onditio plicable on-load	ns e to	Remarks	
	Wagon- loads	Smalls	B. G.	М. G.	N. G.	
Iron or steel—Division 'A' (Concld.) Horse shoes P/5 Hydrants P/19 Ladders P/19 Ladders P/19 Lamp posts P/19 Laundry iron P 19 Measures P/5 Mortars and pestles P/19 Nickeled steel bars P/1 Pad bolts P/8 Permanent way materials, N. O. C. P/19 Piles, screw P/19 Railings P/19 Railings P/19 Railings P/19 Rollers P/19 Rollers P/19 Rope, wire P/1 Screws P/22 Shoe tips Shutters P/19 Spoons (iron) P/22 Springs P/22* Staples P/8 Tanks P/19 Terminal boxes and other iron castings not fitted P/19 Tinned sheets P/1 Troughs P/19 Tyres P/19 Valves P/22 Vats P/19 Weights P/5 Well curbs P/19 Window frames P/19 Wine bins, wire P/1 Wire fencing P/1 Wire netting P/1 Wire netting P/1 Wire netting P/1 Wire netting P/1		ा जयते   जयते				*P/22 will only apply when each spring is under one seer.
Iron or steel—Division 'B'  As under—  Angles P/19, P/31*  Axes P/1  Axles, iron or steel P/19  Bands P/1  Bars P/19, P/31*  Beams P/19  Bearing plates P/19  Bolts P/6  Channels P/19, P/31*  Cooking utensils P/1		85				*P/31 will apply when in wagon loads and loaded in 4- wheeler open wagons.

Articles		General fica		e ap	nima wo onditio oplicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Iron or steel—Division (Coneld.).  Corrugated sheets Cotters Crossings Crossings Crowbars Fabricated structus steelwork N. O. of Fire-bars Flat iron Gibs Girders Gutters Hoops Hoop iron Joists Lattice tower parts Nails Nuts Packing case seals Pans Picks Pipes Plates Pole caps Poles Poles Rivets, iron or ganized Rods Rivets, iron or ganized Rods Shafts Sheets Shovels Sleepers Squares Stay rods Steel sheet pilings Tacks Ties Tubings Wi cels Wi cels for wells Wire	P/1 P/6 P/19 P/1 ral C. P/19 P/1 P/1 P/1 P/1 P/19 P/19 P/19 P/19 P/19 P/19 P/6 P/22 P/19	स्थापे संयोग	्री जियन जयन				*P/31 will apply when in wagon loads and loaded in 4- wheeler open wagons,
Iron or steel Division '( As under— Billets Blooms	c'	65	75				
Iron or steel dust	P/5	32.5	42.5				
Iron or steel scrap	P/5, S/19	40	52.5				

Articles				Classi- tion	ap	nima wonditio	Remarks	
			Wagon- loads	Smalls	B. G.	М. G.	N. G.	
Iron, pig		P/5	40	52.5				
Isinglass		P/22	100	120				
Isoamyl acetate	••	p;d	110	130				
Isopropyl alcohol		p;d	150	180				
Itr		e; P/22	150	180				
Ivory		e; P/22	150	180				
Jacquard cards		P/22	85	100				
Jagree Includes—		P/4c;	45	57.5				
Rab Shukkur (ground	or gree,	S/13 P/24 P/6 P/24	80	95				
Jam, imported As under— Jams. Jellies. Marmalade. Japannedware	••	· P/24	100	120	}			
Jeera seed, white		P/7	65	75				
Jhaoo stalks		P/1	47.5	60				
Jingles, N. O. C.		P/22	80	95		į		
Joss, paper		P/22	150	180	1			
Jute full-pressed Includes— Jute sliver.	••	S/31	70	85				
Jute half-pressed Includes— Jute sliver.	••	S/31	85	100				
Jute manufactured, N. O. C. Includes— Blankets, Jute. Jute matting. Jute, yarn. Jute webbing.		P/21	95	110				

Articles		General ficat		Minima weight conditions applicable to wagon-load rates			ns to	Remarks	
				Smalls	B. G.	M.	G.	N. G.	
Jute, unpressed Includes— Jute sliver.	••	P/1	100	120	:				
Jute Stick		p; P/1	55	65					
Jute waste and cuttin	ngs,	P/2	65	75		ŀ			
Kaladana		P/6	55	65					
Kalijiri		<b>P</b> /6	65	75					
Kalonjee seed		P/6	65	75					
Kamela		<b>P</b> /6	55	65	9				
Karvees		P/6	55	65					•
Keora water		P/24	80	95					
Kernels, N. O. C.		<b>P</b> /6	95	110					
Keys for locks		P/22	80	95					
Kharad		<b>P</b> /7	55	65					
Khas tatties		P/1	85	100					
Khas water		P/24	80	95					
Khuskhus, pressed		••	55	65					
Khuskhus, unpressed	• •	<b>P</b> /1	80	95					
Knife cleaning boards		<b>P/22</b>	80	95					
Kokam		P/24	100	120					
Kuthroots (kooth, kuth	or 	<b>P</b> /6	100	120					
Lac, crude or unrefined Includes— Dust lac. Gr in lac. Lac refuse. Set d lac. Stick lac.	••		65	75					
Lacdye	••	P/22 P/6	95	75 110					
Lac, refined Includes— Button lac. Garnet lac. Shellac.	••	1,0							

Articles	General ficat	ap	nima v onditio plicab on-loa	Remarks			
		Wagon- loads	Smalls	B. G.	M. G	N. G.	
Lace, gold	e; P/22	150	180				
Lace, N. O. C	e; P/22	130	150				
Lace, silver	e ; P/22	150	180				
Lacquered ware	P/20	130	150				
Lacquers, nitrocellulose	p;d	150	180				
Lametta	P/22	130	150	9.			
Lamp black	p;d	80	95	9			ı
Lamp burners	P/22	80	95				
Lamps, brass or tin (if with chimneys and/or globes)	e; P/22	80	95				
Lamps for motor vehicles, cycles, and carriages of all descriptions	P/22	130	150	}			
Lamp shades of all kinds (if of china, glass, marble, silk; e)	P/22	100	120				
Lamps, glass	e ; P/22	130	150		•		
Lamps, N. O. C. (if with chimneys and/or globes; e) Includes— Incandescent lamps.	P/22	130	150				
Lanterns, brass or tin (if with chimneys and/or globes; e)	P/22	80	95				
Lanterns, N. O. C. (if with chiameys and/or globes; e) Includes— Incandescent lanterns.	P/22	130	150				
Lathis wooden	P/1	70	85				
Lawn mowers	P/20f	60	70				
Lead for packing tea	P/17	65	75				

Articles			General ficat	ap	nima we onditio oplicable on-load	Remarks		
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Lead foil		P/22	110	130				
Lead ingots or slabs (See General Rule 49)		••	65	75				
Lead ore		P/30	60	70				
Lead oxide	••	p;d	100	120				
Lead, pig (See General Rule 49)	)		65	75				
Lead scrap (See General Rule 49)	)	P/7	65	75	3			
Lead sheets	••		70	85				
Lead sulphate	• •	P/24c	70	85				
Leadware As under— Lead pipes. Lead shots or bull (See General Rul Lead tubes. Leadware, N. O. C. Lead wool or yarn.	le 49	P/22 )	95	110 व जयन				
Leather, artificial or imtion	ita- ··	P/22 P/2	100	120				
Leather bellies		<b>P</b> /5	65	75				
Leather board	••	P/22	80	95				
Leather goods, N. O. C Includes— Gloves, leather.		P/22	120	140				
Leather, N. O. C.		P/22	120	140				
Leather parings		P/5	65	75				
Leather refuse (unservable for use as leath Includes—Clippings. Scrapings. Shavings.	rice- her)	P/5	40	52.5				

Articles	General ficar		Minima weight conditions applicable to wagon-load rates	Remarks	
		Wagon- loads	Smalls	B. G. M. G. N. G	-
Leathers As under— Belting. Chamois. Coloured, i.e., any leather which has been artificially coloured. Crocodile and other reptile. Enamelled. Morocco. Patent. Roller skins. Russian.	P/22	. 120	140		
Leather trimmings	P/5	65	75		
Leather washers	P/22	85	100		
Leaves, Indigo or Indigo leaves, powdered.	P/22	80	95		
Leaves, mendhee or mendhee leaves, powdered or mendhee flowers. Includes— Henna leaves.	P/22	80	95		
Leaves, N. O. C. Includes— Bay leaves. Leaves, mandhar.	p; P/5	70	85	•	
Letter boxes, iron	P/20	100	120		
L. G. Gelatine	p; d	180			
Life-belts	P/22	100	120		
Life-buoys	P/20f	100	120		
Lightload smokeless	p;d	180	••		
Lime and lime-stone Includes— Calcite Dolomite. Lime-shells. Magnesium lime stone. Linoleum.	P/30*	32.5	130		* P/16A will apply for "Unslaked lime" when booked as "smalls".
		60	70		
Liquefied or compressed	P/6				
chlorine	p;d	110	130		

considerable force in the view of the President of the Federation of Indian Chambers of Commerce and Industry, that trade and commerce "should be taken into confidence in discussions" in dealing with questions of classification. It is suggested that the Commercial Committee, while more or less working to the existing procedure, should formally consult and discuss their tentative ideas with the representatives of the Federation of Indian Chambers of Commerce and Industry and the Associated Chambers of Commerce and Industry across the table before making their final recommendations to Government. Even if this somewhat delays the final recommendations of the Commercial Committee, it will be more than compensated by the useful exchange of informed opinion that will be possible under the revised procedure suggested. This arrangement will, in effect, be not much different from the Standing Committee of the German Federal Railways to which our attention has been specially drawn by the Estimates Committee in their 26th Report.

177. It has been represented to us that Urea, which is used in the Plastic industry, Rates for Urea and is also used on a large scale as manure and Government are trying to encourage the use of Urea as manure at certain places. We have not changed the classification because of its alternative use and suggest that the feasibility of quoting suitable station-to-station rates for Urea, which moves for bona-fide agricultural purposes between a limited number of points, be examined.

It has also been represented to us that in certain parts of the U. P. and Bihar, Gypsum is used as a fertilizer for Usar land and that the normal classification of Gypsum in wagon-loads at WL/C, corresponding class 32.5 per cent. for wagon-loads and 42.5 per cent for 'smalls', is too high. For such limited movements to specific points, we recommend that station-to-station rates be quoted under proper safeguards to ensure against any abuse.

Rates for Jute. Chambers of Commerce and Industry, referred to the practice before 1948 of quoting rates for jute on the basis of the degree of pressing which the bales underwent. On the old B. A. Railway, there was a special higher classification for jute, i.e., the old class 6. This usually applied to loose or unpressed jute. For partly pressed bales which were of the weight of 1½, 3½ and 4 maunds, the railways used to give a 20 per cent. reduction off the basic rate for loose or unpressed jute, provided the following volume limitations were observed:—

1½ mds. Bales to be pressed to a volume of not more than 5.88 c. ft. which is equivalent to 1/3.92 mds. or roughly ½ md. per c. ft.

3½ mds. Bales to be pressed to a volume of not more than 15 c. ft. which is equivalent to 1/4.20 mds. per c. ft.

4 mds. Bales to be pressed to a volume of not more than 16 c. ft. which is equivalent to \frac{1}{2} md. per c. ft.

For full-pressed bales, which were of the weight of 5 maunds, the reduction given was 25 per cent. off the basic rate, provided they were pressed to a volume of not more than 10½ cubic feet which is equivalent to 1/2.1 maund per cubic foot.

Unpressed jute is usually sent in drums or what are known as fettis, weighing about one maund each and having a volume of roughly about 8 to 12 cubic feet.

This is equivalent to about 1/8 to 1/12 maund of unpressed jute per cubic foot. This means that a 20 per cent. reduction was offered for jute when pressed to roughly about 1/2 to 1/3 of the unpressed volume and a 5 per cent. rebate was allowed when pressed to about 1/4 to 1/6 of its original volume. It will thus be seen that it was profitable to the railway to carry the 5 maund bales in preference to other bales or drums, even with a 25 per cent. reduction off the basic rate, because of the much better loadability of the full-pressed bales.

- 179. After the revision of the rates in 1948, the standardised rates that were adopted provided separately for jute, unpressed in the 8th class at railway risk and jute, machine pressed, hand or power in the 7th class at railway risk the same as for the classification heading fibre, under which come flax, hemp etc. The difference between the 8th and 7th classes works out roughly to 7 per cent. The reduction that was offered for partly pressed or fully pressed jute by the old B.A. Railway was very much more than this 7 per cent. Moreover, this reduction of 7 per cent is given irrespective of the degree of the pressing of jute, which actually decides the weight of jute that can be loaded in a wagon. A few random checks made by our Inspectors go to show that the revised rating with the abandonment of the former measurement restrictions for the different kinds of bales, has led to neglect of pressing jute properly before despatch. If it has been widespread, it must have meant wastage of wagon space.
- 180. There is no doubt that it is in the railways' interest to ensure by their rating policy that there is always an encouragement of pressing jute to the maximum extent. The revision of 1948 failed to achieve this. We recommend that with a view to encouraging baling presses being established at important jute-booking stations, there should be an adequate difference in the classified rates for unpressed and pressed jute, roughly equivalent to the difference formerly observed by the old B. A. Railway. Pressed jute should have a special condition attached to it, to indicate the minimum degree of pressing necessary for the application of the lower rate and the further reduction to be given for a higher degree of pressing.
- 181. Accordingly, while unpressed jute in wagon-lead has been classified 100 per cent., half-pressed jute in wagon-loads is placed under class 85 per cent. This means a reduction of 15 per cent, as compared with the 7 per cent, reduction now allowed for jute and other fibres. Full-pressed jute in wagon-loads is classified 70 per cent, which will mean a reduction of 30 per cent, on the rate for unpressed jute and 18 per cent, on the rate for half-pressed jute. This, it is hoped, will give an incentive to the setting up of mechanical presses, and more and more jute will be offered as full-pressed bales. A special condition S/31 has also been attached to jute to differentiate between unpressed, half-pressed and full-pressed jute. The case of other fibres may also be scrutinised to find out whether there is scope for a more reasonable difference in the classified rates for pressed or unpressed fibre, so that there is encouragement given to the fibres being fully pressed when offered for transport.
- Rates for Vegetable oils.

  Rates for Vegetable oils.

  Rates for Vegetable oils.

  The Railway Rates Advisory Committee also investigated the matter in 1939. In this connection, the Bengal Oil Mills Association have made specific complaints, to us that the relativity of rates as a result of the 1948 revision is working in favour of the crushers in the U. P. and has placed the local crushers at a disadvantage. They have, therefore, asked for restoration of the relativity adopted as a result of the recommendation of the Railway Rates Advisory Committee. The Bombay Oilseeds Exchange have also urged a proper relationship between freight rates for groundnut oil and groundnut seed to enable crushers in Bombay to compete on fair terms with upcountry crushers.
- 183. Oilseeds are at present charged at WL/H rate and the corresponding percentage class is 47.5 per cent. Oils Division 'D' are at present fixed in the 3rd class and the corresponding percentage class is 65 per cent. If the corresponding percentage classes are assigned, the relativity in the freight rates between oilseeds

and oil will be 100: 136. In the existing structure the relativity varies between 100:113 to 159 over distances ranging from 50 to 1,500 miles. The problem is what should be the relativity between oil and oilseed in the new structure and hence what should be the classification for oil.

- 184. There are two alternatives before the Committee in regard to the classification for oil.
- 185. One suggestion is that taking the different varieties of seeds and the relative rating in the pre-war years, the classification should be fixed at 75 per cent. for wagon-loads so as to maintain a fair relativity for purposes of general classification between rates for eilseeds and oils, and that oil-crushing may function without impediment both in the producing and consuming centres, particularly in the light of Government's policy to decentralise crushing of oil for edible purposes in village ghanis. It is pointed out that the revision in freight rates made in 1948 affected the old relativity between the rates for oilseeds and oils to the detriment of crushing in the distant consuming centres. It is further pointed out that it makes no difference to the burden on transport whether the seed is crushed at the producing centres and the oil and oilcakes are sent to the consuming centres or the oilseed is rail-borne to the consuming centres and crushed there. If the 75 per cent, class is prescribed, instead of 65 per cent, the relativity will be revised to 100: 157, uniformly over all distances.
- 186. The other suggestion is that the classification of Oils, Division D, should remain at 65 per cent, corresponding to the existing class rate 3, and that if the relationship between the rates of oils and oilseeds is varied, it should be after a very detailed enquiry. It is pointed out that after the revision in 1948, the Bengal Oil Mills Association made a certain representation in this behalf and a departmental committee of senior officers was appointed to investigate the matter. As the interests concerned did not produce before this Committee relevant facts and figures, the committee was unable to make any recommendation but it is understood that in a confidential communication to Government, the committee suggested that further investigation should be made into the relativity of the rates charged for oils and oilseeds. It is further explained that if the corresponding percentage class is retained for oils, the actual quantum of difference between the freight rates for oilseed and oil for distances upto about 800 miles will not be reduced, instead it may be widened for certain distances. At present, oils move considerably within the 800 miles limit. Our colleagues in favour of this suggestion hold the view that without a very detailed enquiry, the existing relation between the freights on oils and oilseeds should not be disturbed.
  - 187. We are forwarding both the suggestions to Government.
- Rates for Coal, coke & This commodity has all along been treated differently from other general merchandise in the matter of rating. From early years, coal in wagon-loads from the Bihar and West Bengal fields was charged according to a telescopic scale of rates on the through distances when the scale of charges for other general merchandise was on a flat scale. Even with the introduction of the telescopic scale on the through distance for all commodities in the revised rates structure of 1948, coal was differently treated and a separate scale was prescribed for coal. The old pattern of legs was continued, thereby

deviating from the other patterns adopted for general goods. The coal scale is as follows:—

#### 

#### At railway risk

The rate per maund will be 20 per cent higher than the owner's risk rate, exclusive of terminal, transhipment and other extra charges, except for traffic in bulk involving transhipment en route due to break-of-gauge or ferry, for which class 1 rate only is chargeable.

- 189. Until late in the course of our investigation, the terminal charge for coal in wagon-loads was less than the standardised terminal charge for other general merchandise and no short-distance charge was levied. Since 15th October, 1956, however, this position has been altered and coal in this respect is now treated in the same manner as other general merchandise.
- 190. We accept the principle of quoting specially low rates for coal, which is in keeping with the treatment accorded to this commodity generally on railways the world over, but we are of the opinion that the existing coal scale, with a sudden and precipitate drop from .30 to .10 after 200 miles and a further decrease to .08 for the next 600 miles and down to .07 for distances beyond ignores the 'cost of service' principle and is not quite realistic under the present conditions. It is pointed out that beyond 1,000 miles at present coal pays only 7 pies per maund for every 100 miles of haul. The price of coal has increased by almost 400 per cent. as compared to 1939, the freight on coal is only 70 per cent. higher than that charged in 1938–39. The low freight rates particularly over longer distances must be causing the railways increasing loss. Moreover, with the much steeper sea freight prevailing on coastal routes and with the rapidly increasing demand for coal movement, more and more coal has to be handled by railways over long distances and we consider that some at least of the transport capacity utilised for coal movements could be better used for other important traffic waiting to be lifted.
- 191. It is, therefore, necessary that the coal rates are rational and realistic. Whilst we are unanimously of this opinion there are two proposals regarding the manner in which the coal scale may be modified.
- 192. One view is that in the context of the complete standardisation and rationalisation of the freight structure and the considerable degree of flexibility that has been secured in it, there is no justification for keeping coal out of the general rates structure and the time is opportune to assimilate coal into it and prescribe a suitable classification within this structure. With this assimilation in view, it is suggested that coal in wagon-loads may be classified 25 per cent. and 32.5 per cent. in "smalls." This classification will apply at owner's risk. At railway risk, the rates will be 20 per cent. higher.

- 193. The resultant freight rates under this proposal will be higher over all distances than the rates prevailing when we started on our investigation. Compared, however, with the enhanced rates introduced from 15th October, 1956, consequent on the adoption of the revised terminal charges and the new imposition of the short distance charge, the rates under this proposal will be slightly less for distances upto 50 miles. In the opinion of our colleagues favouring this proposal, this does not constitute a serious objection. The rates for coal have all along been held to be paying for the lower leads and the position before 15th October, 1956 was considered satisfactory. For important industries, which are situated near the coalfields for the reason that they require very large quantities of coal, the burden of freight rates should not be enhanced further and might even be justifiably slightly lower than that imposed as a result of changes introduced on 15th October, 1956, particularly as an additional freight burden is being imposed generally on all industries. If it is felt that the proposal involves sharp and sudden increases for coal moving over long distances, it is suggested that as a first step towards complete rationalisation and integration of rates, a ceiling on rates for coal may be placed for the present at about 800 miles or even 1,000 miles instead of the general ceiling of 1,500 miles.
- 194. Chambers of Commerce and Trade Associations in their oral evidence have expressed a fear that an increase in coal freight rates particularly for long distances will adversely affect industries depending on coal fuel or thermal electricity. The percentage of cost of fuel, whether coal or thermal electricity, on the ex-factory cost of product has been worked out in respect of some 28 industries in the same manner as had been followed in working out such cost in the Report of the 6th Census of Indian Manufacture, 1951, on the basis of coal freight rate of 1951 and the proposed freight rate. Both on the 1951 freight rate and on the proposed increased freight rate, the cost of coal entering into the ex-factory value of the product is comparatively very small, except in the case of certain industries, i.e., iron and steel, cement and ceramics. It was also pointed out to us at Kanpur that the increase in freight rates for hard coke, would affect the iron foundries scattered throughout the country, but it is considered that the changes that are proposed are not likely to affect these industries also.
- 195. It is suggested that if there be a few industries in which the increased fuel costs affect them adversely and they are confronted with real difficulty as a result of the revision in the coal scale, suitable reduced rates in the shape of a rebate may be granted in such cases but the decision to grant such rebates must be taken by the Ministry of Railways and not by individual administrations.
- 196. The other view is that undue importance should not be given to the desirability of assimilation ignoring other considerations. Coal has always been treated differently in respect of freight rates and it should not necessarily be in accordance with the percentage scheme accepted for all other commodities. It is, therefore, suggested that it would be more realistic to fix the coal scale independently of the scheme of percentage rates and it is proposed that the following scale be adopted at owner's risk; the railway risk rates will be 20 per cent. higher.

IN	PIES	PER	MAUND	PER	MILE

First 25 miles	For the next 50 miles	For the next 75 miles	For the next 150 miles	For the next 200 miles	For the next 300 miles	For the next 400 miles	For distances beyond
(1-25)	(26-75)	(76-150)	(151-300)	(301–500)	(501–800)	(801-1,200)	(1,201 and beyond)
1,10	.36	.32	.24	.15	. 10	.07	.05

It is further pointed out that if the increase on the long distance traffic on the basis of the percentage rate proposal can be considered insignificant, the increase on the short-distance traffic under this proposal cannot be considered as unduly burdensome to industries nearer the coalfields. Those in favour of this proposal are also opposed to any rebate given to any industries on the ground of undue hardship caused by the increased freight on coal and they point out that under the scheme that they have proposed no need at all would arise for any rebate.

197. The present and proposed freight for representative distances under each of these proposals are as below:

COAL, COKE AND PATENT FUEL
(In wagon loads)

				Existi	tes per ton		Proposed rates per ton				
Representative distances miles		Prior to 15th October, 1956		From 15th October, 1956		Under 25 per cent class of the general structure with ceiling at 800 miles		Under the separate coal scale proposed			
-				Rs.	А.	Rs.	Α.	Rs.	Α.	Rs.	Α.
25			• •	2	3	3	13	3	5	4	0
50		••		3	3	4	13	4	9	5	4
75				4	5	5	1	5	11	6	9
100				5	5	6	1	6	13	7	11
200		••		9	9	मेव ज्या०	5	10	13	11	11
300				10	15	11	11	14	8	15	1
400				12	6	13	2	17	10	17	3
500				13	8	14	4	20	9	19	5
600		••		14	10	15	6	23	0	20	12
800				16	15	17	11	27	15	23	9
1,200				21	3	21	15	27	15	27	9
1,500	••			24	2	24	14	27	15	29	11

<sup>198.</sup> We are submitting both the proposals for consideration of Government.

<sup>199.</sup> There is another problem concerning the coal freight rates and this is the disparity between freight costs for long distance movements by rail and by coastal steamers. The difference in the rate per ton for movement to Madras, Bombay, Ahmedabad, etc., from the coalfields is significant. We have already mentioned the need for encouraging such movements by coastal steamer. We recommend, with a view to achieving this purpose, that rail freight rates from the collieries to Calcutta and from the receiving ports to centres of consumption be calculated at

the through telescopic basis. In this connection we have also received from the Coal Consumers' Association, Calcutta a copy of their letter No. CCA/T-1 (b)/56/318, dated 31st July, 1956 to the Transport Minister, in which they urged the importance of equalising the freight burden on coal from the Bihar-Bengal coalfields to places in western and southern India over the all-rail and rail-cum-sea routes by the grant of a suitable subsidy to those consumers who are obliged to avail of the dearer coastal route. Shri D. C. Driver, President of the Association, during his evidence before the Committee laid special emphasis on the importance of such subsidisation. At present the gap between the two rates is so high as to make the grant of a subsidy not a practical proposition. The suggestion to calculate freight rates on the railway portions of the rail-cum-sea route on the basis of the combined distance from the collieries to the port and from the importing port to destination points narrows down the difference in the overall freight burden between the two routes. We have already referred to the fact that with the rapidly increasing industrialisation of the country, the demand for coal movement over long distances by rail will increase and that it is desirable that as far as possible a good portion of this coal should go by the sea route and it is in the interest of the railways that such alternative route is availed of to the maximum extent possible. If the concession that we have recommended above is not found sufficient to bring about this result, it is for Government to consider whether any other concession may be granted. We are, however, quite clear that any financial burden of such a concession should be borne by the general revenues and not by railway revenues.

The revised Classification.

The revised Classification.

General Classification of Goods' which forms Annexure XVI of our report and is printed separately as Volume I, Part II of the report.

सन्धमेव जयते

### CHAPTER VII

## INDUSTRIALISATION AND RAILWAY POLICY

201. The Committee has heard from Chambers of Commerce strong criticism about the policy regarding railways, which, though public Rigidity of the new utility services, have not responded adequately to the growing freight structure of 1948 industrial requirements in the country. There is a wide--complaints examined. spread feeling among these interests that while adopting the standard rates structure in 1948, the railways have gone too far in the direction of introducing flat uniformity and that they have taken generally a rigid attitude towards requests for station-to-station rates, which deserve sympathetic considera-It has been repeatedly urged before us that the flexibility which characterised the previous rating practice on Indian railways has virtually been abandoned since the integration of the railway systems under one monopoly management. We have already referred to the methods adopted by certain railway managements in the past when special concessional rates were granted so as to attract traffic from one route to another and, indeed, from one natural and short-distance route to even an unnatural and long-distance route. It is inevitable that where the competitive character has been abolished after the integration of railways into one system, there would be a shift in this policy. We have, moreover, examined the applications made to each of the railway managements after 1948 for concessions or station-tostation rates and we find on a rough analysis that a fair percentage of these requests have been sanctioned. Nevertheless, we have reason to believe that in administering the revised freight structure, the Rates Officers of different railways have developed a somewhat negative attitude towards such requests. How far this attitude is due to the fact that a Finance Officer has now to scrutinise cases where such concessions may be given and how far it is due to the reluctance of the individual railways to quote reduced station-to-station rates owing to the disinclination on their part to create awkward precedents not only for the particular railways but for others as well, it is difficult to judge. We are, however, left with the feeling that there is considerable reluctance on the part of the railway officials to quote station-to-station rates. The principle which, they feel, they should adopt is that it must be in the interest of the railways to quote such rates and that this interest can be served, and quotations justified, only if the concession rates lead to more and continuous traffic between the stations concerned. It follows naturally that at a time when railway transport capacity is limited and there is an over-abundance of freight to be moved. the case for quoting station-to-station rates does not appear strong to the railways concerned.

## 202. Taussig, in his book "Principles of Economics," states :-

a railway is not economically advantageous to the community unless it pays its way. This conclusion is not in accord with the common opinion. It is often said that a railway or other means of transportation may bring gains to the community though it be not profitable to its owners. Similarly, it is often argued that a Government, in operating a railway, may accept with composure a financial loss, because the people as a whole have gained something that offsets such loss. The contrary view seems the just one. No gain comes from carrying a thing from one place to another unless it can be produced at the first place so much more cheaply that it can afford the cost of carriage to the second place. Ability to stand the transportation charge is the test of the utility of the carriage."

standard

below

rates

203. It is argued that subsidy by means of reduction in rail freight rates is a dangerous method, as it will be a hidden subsidy and if particular industries need assistance in the larger interest, Government should give it by means of a straight or direct subsidy, if necessary. It is further held that railways are

not qualified or equipped to take a decision on such a vital question as to which industry deserves a subsidy and for what period by way of reduction in rail freight rates. We consider that this proposition is too broadly stated and that in actual practice even where great rigidity is alleged to prevail at present, reduction of freights is not altogether abandoned. The more difficult problem that faces the railways, to which our attention has been drawn by some Chambers of Commerce and industrialists, is the effect which concessions by way of station-to-station rates or otherwise to a particular industry will have on other industries in other areas. This question cannot be simply answered by stating that the Railway Rates Tribunal can judge on any undue preference given or discrimination shown by the railways. We have looked into the judgments of the Railway Rates Tribunal on such matters and we find that the Tribunal had necessarily taken a strict view of what legally constitutes undue preference or discrimination. There are far wider repercussions on industries of the same character or on industries which are dependent on those enjoying station-tostation rates and these repercussions cannot possibly be taken into consideration by the Railway Rates Tribunal under Sections 28 and 41 of the Act as constituting undue perference or discrimination. It has been pointed out to us further that a new factor has arisen, which should be taken into consideration and which constitutes a grave danger to industries in the private sector. It has been stated that the Central Government has entered into the field of industrialisation to an extent and on a scale which was not contemplated in the past and that this policy may involve demands from departments concerned for large concessional rates from railways. It is feared that these demands at inter-departmental levels of the Central Government may not be resisted with the same force with which they may be resisted if requests come from private industrialists, nor would they be considered to constitute undue preference or discrimination by tribunals specially if direct competition between industries in the public management and industries in the private management could not be proved. The lesson that we draw from the conflicting opinions is that on the one hand station-to-station rates must be quoted even under our proposed rates structure as a justifiable method of evening out hardships which cannot be foreseen at the present time and that, on the other hand, great caution has to be used by the railways in granting these rates. The public cannot, therefore, look forward to a time when station-to-station rates would be quoted in abundance. One reason why the necessity for such rates should be more restricted is the fact that we have quoted wagon-load scales for all commodities which will definitely ease the position so far as requirements for conveyance of raw materials or of finished goods by large industries are concerned. Another reason is that the flexibil ty of the scale that we have proposed may be invoked in case existing rates do not he p particular commodities moving in large quantities.

204. An incidental point to which we should like to refer is, that, where railways quote station-to-station rates from their point of view to Periodical review of encourage greater development and movement of goods or station-to-station rates. from the point of view of the private industrialist to enable him to establish a nascent industry, consideration should be given to the period during which this concession should last. The Tariff Commission, when it proposes a protective tariff, normally fixes a period which may be extended by Government, having regard to the development of the industries concerned. When the railways give concessional rates, we see no reason why a limited term should not be fixed, subject, of course, to review and extension of the term according to the needs. an interim recommendation which we have made at the request of the Railway

Ministry, we have suggested the cancellation of such concessional rates for the carriage of raw materials and finished products for the established iron and steel industry—a proposal which is justified on more than one ground. The iron and steel industry was given this concession for nearly five decades. The industry has grown and established itself and moreover, the tariff protection that was given to the industry for several years was discarded by it nearly fifteen years back as being unnecessary, and we feel that in such circumstances, the railways are not justified in losing their normal freight income from an industry which does not need this artificial protection.

205. While we have stated that the necessity for quoting station-to-station rates

Machinery to deal with station-to-station rates.

will be of a limited character in view of the changes that we have made in the freight structure and the flexibility that we have introduced, we realise that the demand for such quotations will be on the increase as the pace of industrialisation

We note, in this connection, that the Estimates Committee has considered develops. this aspect of the problem and has proposed in their 26th Report that a Director in the office of the Railway Board should perform the function of deciding on what station-to-station rates should be quoted and what concessions in freight charges should be made in such quotations. While we have great respect for the views of the Estimates Committee, we consider that this particular suggestion will only tend to centralise the responsibility for quoting station-to-station rates, will necessarily involve in delays and will not meet the requirements of the commercial public. The Estimates Committee's suggestion is obviously based on the desire to have some uniform basis for the grant of such concessions over different railways. We consider that this subject can be tackled by other means, and that the danger of creating precedents which can be invoked by the commercial community for adoption of such concessions on other railways can be avoided. Having regard to all these considerations, we recommend that individual railway administrations should have the power to quote station-to-station rates and grant concessions upto a percentage below the standard rate. The limit of this percentage may be prescribed by the Railway Board for all railway administrations and any general directive in this matter may also issue from the Railway Board from time to time. In this limited sphere, the task of co-ordination will be easier and may be properly undertaken through the Commercial Committee for Interchange. If a concession is required beyond the limit prescribed by the Railway Board, we consider that the matter should be decided by the Railway Board itself. If, in any case, the Railway Board decide to quote station-to-station rates they shall ordinarily obtain the opinion of the Railway Rates Tribunal in its advisory capacity before sanctioning any greater percentage reduction than what the Railway Board have prescribed for individual railway administrations.

206. A strong plea has been made by certain commercial interests that railway

Preferential rates for export market—assistance for national shipping.

freight rates in India should be so framed as to give an advantage to the country's own products so that they can meet competition in foreign markets. The advocates of this view have referred to certain practices in some countries which give special freight concessions to manufactured

products or raw materials exported out of the country and sometimes if the commodity concerned is carried by the national shipping of that country. The Indian National Steamship Owners' Association has suggested that this method of giving encouragement should be adopted by Indian railways and that they should quote reduced rates for traffic carried by ships on the Indian register to and from Indian ports. The Association has stated in its memorandum that several foreign countries have resorted to this practice from time to time to enable the national shipping to compete with foreign shipping and that some countries have even made legal provision to this effect.

207. We are unable to accept the suggestion of the Association partly because it is impracticable to carry out the suggestion and partly because of the complication that may arise in the Conference of Shipping Companies to which Indian Lines are a party. A suggestion which does not bear directly on Indian shipping but embraces all shipping has been put before us in the interest of enabling export of Indian products abroad which requires our careful consideration. It has been urged by many witnesses both through memoranda and through their oral evidence that railways should promote export trade of the country and grant freight concessions to products moving into ports so that India may be in a position to compete in the international markets of the world. It is true that railways can play an important and effective role in the development of export trade of the country and we have before us examples of countries, which, through freight concessions, have stimulated the export trade of their respective countries. The rapid industrialisation of the country will reduce the need for import of many products. At the same time, it will enable the country to export more and more products abroad. This export will not merely consist of raw materials or products of agriculture or mines alone, but will include a variety of manufactured goods. The need for earning foreign exchange so as to balance our foreign trade is also becoming increasingly important. In fact, Government have recently set up an export committee to recommend measures for the promotion of exports and the question naturally arises what part railways can play in assisting such export drive in the ultimate interests of the country. It is clear that to meet competition in foreign markets railways will also have to make certain concessions in freight rates. While such concessions will usually be justified on strict commercial principles, railways, if left only to themselves, will often find it difficult to ascertain when to grant a concession and the extent and duration of the concession. As railways will only be one of the departments, which will be called upon to make such a concession, it will also be necessary to examine whether other Ministries of the Union Government or of the State Governments, are, in their turn, facilitating the export drive by giving such concessions as will materially help the export of the products concerned. A general percentage reduction in freight may fall short of what is required and may, therefore, be ineffective, and at other times the concession may not be needed, at all, in view of the conditions in the international market. It is clear, therefore, that some authority should be in a position to assess the situation from time to time and decide upon whether a concession is needed, and if so, to what extent it is needed so far as the railways are concerned. We recommend that a small permanent Committee be formed by the Government of India for this purpose and we suggest that the Committee may be composed of a high level representative of each of the Commerce and Industries Ministry, Finance Ministry, Railway Ministry and such other Ministries as may be concerned in promoting the export drive of the country. This Committee will also examine the concession that may be required to be made, apart from the railways, by other departments or Ministries of State Governments so that the common objective of stimulating the export drive will be achieved. The Committee would naturally consider in the light of the international market, the extent to which trade and industry can make a sacrifice by waiving overheads in part or in full. The Committee may function with a small Secretariat specially constituted for the purpose.

208. Another point that may receive the special consideration of the Committee suggested above is the provision of priority transport for export needs. The recommendations of the Committee in this behalf should be carefully considered by the railway administrations and the priority granted should ensure quick movement of the traffic by the railways by having a continuous watch during transit through several marshalling yards. In fact railway staff should be encouraged to become export-minded and the export traffic intended for direct shipment should

have prominent identification labels to help the yard staff to spot them and push them through. The special factory-to-ship transit arrangements recently made by the British Railways through the introduction of Export Express Services is an example of purposive action which is needed in the interest of the export drive.

209. While on the subject of promotional or development rates by way of station-to-station quotations or otherwise, we would refer Tariff Commission to the many cases in which the Tariff Board in recent years recommendations. have either recommended sympathetic consideration of requests for rate reductions on raw materials or finished goods or suggested that parties concerned should make direct representations to the Railway Board. suggestions and recommendations have, we are assured, caused considerable embarrassment to the railways as the parties take them as definite recommendations if not even directions to the railway administrations from an independent authority like the Tariff Commission, and they feel aggrieved if the railways do not respond to the suggestions or recommendations of that Commission. We respectfully suggest for consideration of the Tariff Commission that in arriving at the protection or the quantum thereof, they may assume the existing level of rates and leave it to the parties to make or not to make requests to the Railway Board for any concession that they may require.

210. We have dealt with the requests of industries for concession rates for carriage of raw materials or goods by railways. We have

Concessions for back-

also received requests for such concessions on a slightly ward and under-developdifferent ground both for large-scale industries and for cottage industries. It has been forcefully argued before us that there are many backward and under-developed areas in the country, where industrial development is urgently needed to raise the standard of living of the people, and that one method of ensuring this development would be by giving a stimulus of general freight rate concession to such industries. These requests have specially come from Assam, Rajasthan, the Malnad areas, the eastern districts of Uttar Pradesh and some other areas. It is pointed out that the policy of Government is not to concentrate development of industries in any particular areas in so vast a country as India, but to distribute and regionalise industries, so that the advantages of industrialisation may accrue to the people in different parts of the country. It is wellknown that State Governments have placed particular emphasis on regional development of industries and the Planning Commission has taken note of this desire on the part of both the people and Governments concerned. Even so, and accepting both the need and desirability for such development in backward or undeveloped areas, the question that arises is how far the railways are qualified to or obliged to play a part in this development through freight concessions. If railways were to grant such concessions, it is obvious that they cannot be the judges of areas to which these concessions should extend. They cannot define which are the backward areas or undeveloped areas, and it is necessary that this decision should be made by an authority other than the railways. Indeed a planned programme of development of industries should be available to the railways, so that they may consider granting the concession. Otherwise, the railways will lay themselves open to the charge of favouring particular areas when they do not grant concession to other areas similarly situated. In this connection, our attention has been drawn to the practice of the Canadian Government which grants low concessional rates for wheat moving from certain territories, the value of the concession being reimbursed to the railways by the Federal Government of Canada. We would commend this procedure to the Government of India for assisting backward parts of the country.

211. We have referred to the plea that the Assam Government have strongly put forward for certain concessions in railway freight with a view to developing industrial activities of that far off border State. We must confess to a considerable amount of sympathy for the request put forward by the State Government. Assam was connected directly with the great import and export market of Calcutta before the partition of the country, and the distances from the port to places of imports in Assam were comparatively much less by this direct route. The partition of the country has changed the line of communications with Assam. The present route for several movements is much longer and roundabout. It is argued that for no fault of Assam, traffic has to be carried over this long distance, and it has been suggested that this distance should be treated the same as the old shorter-route distance for purposes of calculating the freight involved. We consider that there is a very special case so far as Assam is concerned. Either the possibility of treating the distance the same as over the direct short route that existed before the partition or a variant of it, which meets the situation at least half way may be devised. This concession can be limited to a period during which the industrial development of Assam can be expedited.

In this connection, we find that for the traffic which passes over the Sakrigali—Manibarighat ferry, the ferry charges are levied separately at the different rates applie the to the commodities concerned as for a distance of 33 miles. This means that the ferry charge is calculated on the basis of the first leg of the telescopic scale. This practice clearly goes against the principle of charging on continuous mileage. For other ferries the ferry mileage is added to the mileage for charge and the traffic passing over the ferry gets the benefit of the telescopic reduction. The different practice for Sakrigali—Manibarighat ferry is not justified and we recommend that the ferry mileage he added to the total mileage as in the case of the other ferries. This will also go to mitigate, to some extent, the heavy burden of freight on Assam traffic as a result of partition.

212. We have received several requests for the grant of rail freight concessions to village and hand industries. It has been urged that Concessions to cottage railways should also play their part in this direction and should and hand industries. adjust their policy so as to be in line with the Government in their general policy of assisting the development of cottage industries. The terms "village and hand industries" cover such a diverse variety of goods that it is hardly practicable for railways to grant concessions without the possibility of their being abused on a wide scale; but this does not mean that no step should be taken to meet the requests; any such steps should, however, be under certain prescribed The desire for a concession for goods produced by cottage industries is understandable and deserves very sympathetic consideration. In most cases, the cost of production of these hand products is high and perhaps for that very reason, these articles cannot stand the addition of even the normal transport charges, if they have to meet competition with goods made through machines. In the existing railway freight structure, only handloom products, including khadi, not press-packed, have been given some concession in that they are charged at present 10 R. R. -9 O. R. (as for press-packed mill products) instead of 13 R. R. -12 O. R. rates which would otherwise have been applicable. This concession has not been considered adequate. There are other hand-made products, forming the bulk of cottage industries, which equally deserve concession. It has been argued that these cottage industries have a very important place in the economy of the country, that workers many times the number of those engaged in organised machine industries find employment in these cottage industries and that the rural economy of the country is being gradually weakened because of the handicap in selling these products in fair competition with other machine-made products. Railways have been urged in the general public interest to render to them all assistance possible. We recommend that to start with, a concession of 25 per cent. of normal freight rates be granted to the products of village and hand industries or cottage industries, when these products are booked by recognised co-operative societies on the authority of a certificate issued by (i) the All-India Khadi and Village Industries Board, (ii) the All-India Handicrafts Board, (iii) the Directors of Industries of State Governments, and (iv) such other bodies as are recognised by the Union Government for this purpose.

213. Another form of concession to enable raw materials to move over long distances or even manufactured goods to move over similar Freight Pool. distances has been made by some of the witnesses before us. It has been suggested that for some essential commodities basic to the life of the people or for the development of industries in the different regions of the country, there should be a rail freight pool, the object of which will be to charge the same standard equated freight for all movements of goods irrespective of distances over which they have been carried. It has been stated that industries in proximity to certain raw materials are at an advantage over industries remote from that centre, and that if the policy of Government to regionalise industry should be effective, the same advantage or disadvantage should apply for all industries in connection with the carriage of raw materials or of finished products. This has been strongly emphasised by industrialists in South India, who are away from coal-fields. The collieries are concentrated in certain areas in Raniganj, in Jharia and in parts of Madhya Pradesh. Industrialists in close proximity to these collieries have certain advantages and entrepreneurs find it difficult to establish similar industries elsewhere owing to the cost of the carriage of coal. On the other hand, it has been argued that the natural geographical advantage with reference to any raw material or to the sale of a finished product in an existing market should not be whittled down by these artificial methods and that it would be unfair if industrialists, who had the vision to see that these natural advantages should be taken advantage of, are now to be penalised by the greater freight which they will have to pay under a system of pooled freight, so that new industries and new entrepreneurs may be benefited. economy of the existing industries, whether they are industries near the collieries in case where coal is the main consideration for the development of the industry or in big ports like Bombay, Madras or Calcutta, where facilities for sea and rail transport, exist, would be seriously disturbed if the system of pooled freight were adopted. Though at first sight, a pooled freight looked attractive, on a further and more detailed examination of the question, we have come to the conclusion that this method of encouraging certain areas where industrial development is needed is not iustified.

## CHAPTER VIII

#### MISCELLANEOUS

214. We have dealt with the general conditions under which commodities may be carried, their classification, the levels of rates that should apply to different classes, the loadability factor which should be taken into account when commodities move in wagon-loads, the exceptional cases of commodities for which both railway risk and owner's risk rates may be quoted and other allied topics. We have received some specific complaints and suggestions with respect to carriage of certain commodities, the conditions under which they are carried, the rates to which they are subjected and other matters connected with the loading and unloading of commodities. In this chapter, we propose to refer to these miscellaneous matters.

Parcel rates need revision.

The rates for this freight do not come under our review and we have confined ourselves to goods which move by goods trains, but it would be obvious that the reconstituted freight structure that we have recommended will have a bearing on freight that moves through trains other than goods trains. There are at present movements at full parcel, half parcel and quarter parcel rates. It is obvious that the present relativity between goods and parcel rates will have to be maintained if too much diversion to parcel service is to be avoided. We have not gone into the structure of parcel rates, but we recommend that the parcel rates be reviewed in the light of the freight structure that we have recommended.

216. The need for the development of road traffic is obvious. Carriage of goods through other forms of mechanical transport than Encouraging diversion railways is increasing. In course of time, when the pressure of short distance traffic for carriage of goods traffic by railways eases, railways may to road services. have to take serious notice of this competition, as, indeed, they were called upon to do so in the years before the last war. In the meanwhile, having regard to the heavy demand for transport of goods by rail, a suggestion has been made that railways should decline to carry traffic over short distances. We have examined this question both from the point of view of the commercial community and that of the railways and lastly from the point of view of advocates of speedy road development. We are opposed to making any change in the statutory obligation of the railways which have to carry all traffic offered to them for transport. In evolving the new freight structure, however, we have kept in view the desirability of encouraging diversion of short distance traffic from rail to road, but have at the same time ensured that the railway rates do not become burden-some.

Rates for live stock and other animals.

Rates for live and other animals.

Rates for live stock and other animals.

This is the question of rates which should be applicable for live-stock and other animals. Although the principle of the telescopic rates structure has been generally adopted on Indian railways, the rates for live-stock form an exception and these are quoted on a flat basis irrespective of distance. The present rate at owner's risk, except for Camels, Elephants and Elephant calves, is 9 annas per 4-wheeled wagon per mile on the broad gauge and 8 annas per 4-wheeled wagon per mile on the metre gauge. The number of animals that can be carried in each of these wagons is prescribed. In

the light of our recommendation that railway risk rates should apply for all commodities with a few exceptions—and we do not consider that live-stock should come under these exceptions—we recommend that only railway risk rates should be charged for live-stock and other animals. The following all-inclusive wagon-load rates are recommended for :—

(a) (i) pigs, sheep and goats in wagon-loads;

1,201 and beyond

- (ii) low-priced horses, ponies, mules, donkeys, horned cattle and other animals ;
- (iii) wild animals in cages.

wagon) B. G. M. G. & N. G. Rs. A. TP. Rs. A. Р. 2 25 miles 1 0 15 0 1 ---26 -0 13 0 0 76 ---150 0 11 0 0 9 6 + 9 151 ---300 0 10 0 0 0 . . 9 301 ---500 0 6 0 8 6 501 -800 0 9 0 0 0 9 1.200 9 4. 801 ----

(Per mile per 4-wheeled

0

6

7

6

0

(b) for elephants, elephant calves and camels, the following all-inclusive rates are recommended:—

			A	MAK	aı	or tn first nima r mi	.1	loaded in the same wagon and despatched by same sender to and from the same station
++++++	1 — 26 — 76 — 151 — 301 — 501 — 801 — 1,201 and	25 m 75 150 300 500 800 1,200 beyond	iles	व्यमेव जि	Rs. 1 1 1 1 1 0 0	A. 8 4 3 2 1 0 15 14	P. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-50 per cent of the rate for the first animal.

No separate terminal charge will be levied.

In through booking between different gauges, the rate applicable at the forwarding station will apply through to destination.

Notice of arrival of wagon is not notified in time to the consignees and demurrage is levied without the consignees having an opportunity to make timely arrangements for the discharge of their goods from the wagons. The Indian Merchants' Chamber, Bombay, has suggested the introduction of the procedure of notifying the arrival of wagon-load consignments to traders in advance, e.g., from the last marshalling yard. That would be of great assistance to the consignees and would materially contribute to the early release of and quicker turn-round of wagons. They have quoted the examples of other countries where modern methods of tele-communication have been widely adopted in this matter with profit to the trade and to the railways. We note that in November, 1948, the Railway Ministry

issued a directive to all the railways that with the object of facilitating consignees taking early delivery of their goods, notices of arrival should be sent out to all such consignees as are not regularly represented at stations by their agents. It was also then suggested to the railways that the system in vogue, in the past, of posting details of arrivals in a prominent place at the stations might be re-introduced. From the evidence before us, it appears that though these instructions were notified to all individual railways, some of them have not strictly complied with them. While we would stress the necessity of ensuring that at all important stations, the instructions already in force are rigidly adhered to, we feel that this would not be sufficient for the object in view and that the suggestion of the Indian Merchants' Chamber, Bombay, should be further seriously examined. It seems to us that it is feasible to introduce this procedure at least at large goods sheds so as to obtain advance information of the probable date of the arrival of the consignment and communicate it to the consignee at destination when his address is known so that he may make preliminary arrangement for unloading the wagons.

219. The condition under which salt in bulk is carried by rail, particularly for chemical works, has also been brought to our notice. Salt for consumption would normally and naturally be bagged, because Salt in bulk. it is in that form that transportation from the station to the market can take place, but where salt is taken to chemical works, it is suggested that the condition to bag salt is unnecessary and involves great expense to the industry. It has, therefore, been pleaded that railways should not insist on bagging salt but carry it loose in wagon-loads. We have examined this proposition and find that the railways objection to such carriage is because of the corrosive effect of salt on the steel plates of wagons. We have considered the method by which such bulk cargo of salt is carried in ships and we find that where salt is carried by ships, the hold has a coating of red lead and the sides are first given a thick whitewash and are further protected by bamboo matting on the floor on which salt is loaded. After unloading, the hold is washed with caustic soda and water. Ships carry salt for a much greater number of days at a time than do the railways and the process of corrosion has, therefore, less time to take place than in the case of ships. Even so, it will not be difficult to adopt the methods that have been adopted in ships for the carriage of salt as ballast cargo. It may be laid down as a rule by the railways that where a consignor wishes that the railway should bulk salt in wagons, he should prepare the wagon in the same way as the hold of a ship is prepared by giving it a good coat of whitewash and by providing a bamboo matting for the floor of the wagon, and that at destination, the consignee should perform the same service for cleaning the wagon with caustic soda and water, so that no salt remains therein. The consignor and consignee must make special arrangements to complete the operation within the free time normally allowed. may incidentally be pointed out that even if salt is loaded in bags in wagons, a certain amount of seepage and sweating is inevitable and that this may also have the effect of corrosion on the plates over a period of time. Taking all these factors into consideration and having regard to the considerable saving which the consignor and the consignee will effect in having salt carried in bulk, we recommend that the method proposed above may be tried by the railways for salt booked to private and assisted sidings.

Movement of Motor Cars.

Government of India, manufacture of motor cars, has been undertaken in different parts of the country. Having regard to the fact that the the user of cars has got his own ideas of preference, cross-country movement of

motor cars cannot be avoided and the zonal distribution of such cars does not seem to be practicable. The present high rate is due to the fact that whether the car is carried in a covered wagon or in an open truck, virtually only one car can be loaded in a wagon. On the cost of service principle, the present rate for cars may be considered low. Having regard to both these facts, viz., the freight rate is high from the point of view of manufacturers and the cost of carriage is high from the point of view of railways, we come to the conclusion that some method must be found to avoid the incidence of this cost from either point of view. Our attention has been drawn to the method adopted in Europe and the United States, where manufacture of special trucks is undertaken on a large scale for carrying these cars by rail. A picture of such loading of cars adopted in a foreign country appears at Annexure XVII of our report. The construction of the trucks is such that more than one car can be loaded either horizontally or vertically. We have indicated in a very general way the special arrangement that can be made for loading two or more cars in a truck. We feel that railways can materially help in this matter by constructing suitable trucks for this and other connected purposes.

221. The Indian Chemical Manufacturers' Association has urged very strongly that railways should provide tank wagons for the carriage of Special type of vans caustic soda lye, liquid chlorine, acids and other chemicals. and trucks. Similarly, representatives of The Maize Products Ltd., Ahmedabad, have pleaded for the provision of tank wagons for liquid glucose, which is the by-product of that factory and which is required in large quantities by the Penicillin factory. It has been pointed out that in other countries like the United States, tank wagons are provided for each of these purposes. If these things are to be packed in special containers by consignors, it would be a costly process. involving heavy burden both to the producers and to the consumers. In the interest of the development of these essential industries, we consider that the cost involved in railways themselves providing for different kinds of special types of wagons to meet the modern needs should be accepted by railways. These special types may include improved motor vans, tank wagons and containers, and the interest and other charges involved in providing capital for the construction of these special types may easily be available from appropriate rates levied for carriage of these commodities. Similarly, special covered hopper trucks may be provided by railways for movement of cement, wherever possible. The Bhakra-Nangal Project has made a large saving in hessian bags by building a fleet of such hopper trucks for carrying their cement from the factory at Surajpur to the site of the dam. Few private enterprises can afford the luxury of having their own special types of wagons for the carriage of such materials. It has been no doubt pointed out by the railways that traffic may not justify the expenditure involved and it may possibly be argued that only when traffic has developed sufficiently, railways may consider it a reasonable facility to provide such special trucks and tanks and other kinds of wagons for new traffic.

Steel covers for open wagons and flats for protection against theft and rain.

222. There have been complaints that commodities carried in open wagons are not protected against weather conditions and that greater use of open wagons and flat trucks could be made if necessary arrangements are made for such protection. In some foreign countries, steel covers are used for open wagons and collapsible tops in flats. In modern ship-building, what are called

Mcgregor type of covers are fixed for holds, so that if rain comes suddenly, while the hold is under operation, these covers may be laid on within a couple of minutes by mechanical means. Such protection on open wagons or flat trucks will serve the double purpose of protecting the commodity from weather conditions and of securing it against thefts and pilferages. Such thefts and pilferages have become more common during the last few years than ever before and a device of this kind

will enable the railways to get over the legitimate complaints of consignors that railways are not discharging their duties properly. We strongly recommend that railways should continue to experiment to a much greater extent than in the past with the development of designs for wagons and trucks which could meet the varying needs of traffic and Government should be free in allotting funds for the various experiments. It is of the highest importance that Indian railways should keep themselves abreast of all the developments going on in different railways all over the world, and if necessary, prototypes can be obtained from different countries for experiment in India. In these and other matters, Indian railways should in fact make a positive contribution by experimental provision in cases where there appears to be a chance of developing a traffic.

Similarly efforts should be made for developing transport of perishable goods in refrigerated cars. In such matters instead of waiting for the development of the traffic, railways should provide the facilities in anticipation of it. In the absence of refrigerated transport in the country, perishable commodities have tended to be utilised at the growing centres, thus depriving the growers of the benefit of distant markets as well as the consumers in distant places. We strongly urge that facilities of this kind may be provided by the railways as a legitimate method of developing traffic. We consider that such investment by railways, to a reasonable extent, are within the normal functions of the railways and they should in the initial stages be prepared to lose in these experiments.

223. Some of the witnesses have referred to the difficulty in obtaining cranes for handling heavy lifts at stations. It is stated that in minor Supply of cranes. stations particularly, cranes are not available and that wagons have to be detained till the crane comes from the main stations at which they are located and that the cost of transporting the crane is also charged to the consignees. Demurrage charges have to be paid by the parties concerned inspite of the fact that, through no fault of theirs, the arrival of cranes is delayed. We have already referred to the suggestion that advance notice may be given to the parties concerned for the arrival of their goods. If this is done and the consignor notifies the Station Master of the forwarding station when a crane is required at the destination station, it may be possible to avoid this demurrage charge, and if, inspite of that, there is delay in the supply of cranes, the demurrage charge should not be realised from the parties concerned. We understand that railways have ordered supply of a large number of cranes. Even so, we realise that it is not possible to have crane facilities at all stations and that they can naturally be available at particular stations and can move to other stations where the need for the supply of cranes arises from time to time. A suggestion has been made that crane charges may be avoided altogether or at least the transport charge of cranes should not be levied on consignee. It has been pointed out that it is through no fault of his that the crane is not located at the station where his commodities arrive and that he is placed at a disadvantage over his rivals whose commodities arrive at big stations where normally crane facilities are available. It has been urged that transportation charges for cranes should be removed altogether. Inspite of the apparent logic in this criticism, we feel that it is impossible to place all stations in the same footing and to avoid the haulage charge for cranes. The only remedial measure that can be adopted is by so increasing the number of cranes that the distance to be hauled is comparatively short. It has further been pointed out to us that there is no standard rules for the supply of cranes and that charges levied for them differ from railway to railway. We consider that standard rules should be provided and standard charges levied for the supply of cranes, no doubt taking into consideration the lifting capacity of these cranes. Some of us consider that the crane charge should be an all-inclusive uniform charge per ton of goods lifted irrespective of the distance from which the crane is obtained or its lifting capacity.

## ANNEXURE XVI—contd.

Articles	·	General Classification			nima we ondition plicable on-load	Remarks	
	·	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Paperware (other than Stationery), N. O. C Includes— Drinking straws. Paper capsules. Paper cups. Paper dishes.	P/22	95	110				
Paper waste and cuttings, N. O. C	P/5	47.5	60				
Papier-mache	P/22	95	110				-
Papundkar (potash)	P/6	60	70				
Paraffin wax	P/6	100	120		1		i ! !
Parchment	P/22	100	120				
Pastes, adhesive	P/24	80	95	•			•
Patterns for castings	P/22	100	120				
Paulins	P/6; S/5	80	95				
Pedal, vehicles, children's N. O. C. subject to a minimum weight for charge of 1 maund per package	P/20f	130	150				
Peel (lemon, orange and citron) raw	P/5	<b>55</b>	नयन 65				
Pencils	P/22	100	120				
Pentachlorophenol dissolved in selected petroleum oils	đ	60	70			,	
Penthrite (P. E. T. N.)	p;d	180					
Pepper, in tins, bottles, or jars	P/22	100	120				
Perambulators, collapsible, subject to a minimum weight for charge of 20 seers per package		130	150				

## CHAPTER IX

## STATISTICAL INFORMATION

229. At a very early stage of our enquiry we were faced with the problem of obtaining statistical information, which would enable us to examine the effect of the

Regular compilation of zonal statistics by commodities.

freight rate structure existing at present, and the possible effect on the movement of traffic of any revised structure that we may propose. The statistics now compiled by the Railway Board are found in Volume II of the Railway Board's annual report. The information given in this compilation

on revenue statistics could not enable us to collect information on certain vital aspects of the movement of traffic in commodities. The information looked for was in respect of ton-miles of traffic moving over different distances to enable us to make recommendations on the freight structure which would govern the movement of these commodities. We, therefore, called a meeting of the Statistical Officers of various railways and discussed with them the nature of the statistical information that could be collected, in the limited time at our disposal, from the date already available with the railways. The method adopted necessarily involved, having regard both to time and to the staff that could be diverted to this work, making a comprehensive sample survey rather than a total survey. It was resolved that this sample survey should be made by taking 1/12th of the total invoices dealt with during each of the twelve months, October 1954 to September 1955, in respect of certain important commodities, 71 in number, carried by the Indian railways, from which about 85 per cent of the revenue of Indian railways accrues. Figures were compiled indicating the extent of traffic in wagon-loads and in 'smalls' and the earnings obtaining therefrom for each of the commodities within zones of 25 miles, 26 to 50 miles, 51 to 75 miles and 76 to 100 miles and thereafter for every additional 100 miles upto a maximum of 1700 miles. In collecting this statistical information, certain assumptions had necessarily to be made in respect of the measure of wagon-load and 'smalls' consignments. We have to acknowledge the invaluable assistance which we received from all the railway administrations in this regard; we have checked the results so obtained with the total audited figures available and have assured ourselves that the sample statistics did in a very large measure reflect and were in conformity with the general statistical information compiled by the railways. The detailed information about the movement of 71 commodities that we collected through a sample survey has been obtained for the first time on Indian railways and has proved invaluable in formulating our proposals. As has been mentioned, the 71 commodities for which special statistics were compiled contribute about 85 per cent of the revenue earned by the railways and the information has been obtained from invoices and coded cards already available with the railways. We recommend strongly that zonal figures of important commodities on the basis of zones suggested above may be compiled as a permanent annual feature of the statistics published by the railways. We believe that full compilation and not barely sample analysis can be made with very little additional cost and effort. During the period of high tempo of developmental economy, when heavier and heavier load will fall on railways and the pattern of movement will also change, these figures will be of great practical assistance not only to the Commercial and Rates Officers but also to the Operating Officers. the rapid industrialisation of the country with new industries springing up in different regions, there will be changes from time to time in the nature of commodities moving and the distance to which commodities will be carried. A regular study of the pattern that will emerge periodically is, therefore, of the highest importance.

230. Apart from full compilation of statistics for certain purposes, the method of compiling statistics by sample surveys may usefully be adopted in right earnest. In recent years, the development of sampling statistics in particular has received very consi-

derable attention in some foreign countries. Contrary to forecasts, such sampling statistical methods have been fairly accurate for all practical purposes. We have been greatly attracted by the practice adopted by the Interstate Commerce Commission, of having a continous sampling of way bills. This sampling method has been utilised (i) in showing special distributions of the rail tonnage on a geographical basis; (ii) in estimating the revenue effects of proposed class rate scales; (iii) in comparing the average charge on wagon-load traffic; (iv) in comparing revenues with costs for various commodities and for different territorial movements; (v) in determining the relative proportion of each type of vehicles used for various commodities, and for other purposes. It will easily be understood that with appropriate modifications, sample statistics may usefully be collected on Indian railways for a variety of purposes. We recommend, therefore, that early steps be taken to introduce this method of sampling analysis of figures, so that valuable information may be available to the railways in studying the difficult problems that will be confronting them, particularly in the very near future.

- 231. It was also found that figures of quantity moving in wagon-loads and 'smalls', separately, are not available. In view of our recommendation that virtually for all commodities both wagon-load and 'smalls' rates be fixed, it is essential that figures of quantities moving in wagon-loads and 'smalls' separately for all important commodities should be readily available.
- 232. We have referred earlier in this report to the inadequacy of cost studies on Indian railways, and have drawn attention to the valuable work done in this connection in other countries. The cost figures that are available give the division of total overall expenditure between the goods and coaching traffic by gauges and show the earnings, the cost of hauling and the profit on working a train one mile.
- 233. In view of the sizeable portion of railway expenditure which is incurred jointly for different kinds of services, the Railway Board have had to allocate the elements of joint and combined costs as reasonably as possible between coaching and goods services. The methods are more or less the same as adopted by the United States and some other foreign countries. We give below as a matter of interest, the results of working on the railways during the four years ending 1955-56 as extracted from these statistics:—

COACHING

Net earning in rupees, of working a coaching train one mile

	Railway			Broad	Gauge	Metre Gauge		
			Year	Excluding interest	Including · interest	Excluding interest	Including interest	
Central		ر	1952 53 1953-54 1954-55 1955-56	2 25 1.77 3 49 2 93	0.50 0.03 1.80 1.20	3.60 3.19 2.12 0.62	2.51 2.12 1 04 —0.61	
Eastern		{	1952-53 1953-54 1954-55 1955-56	0 59 0 23 1.24 0.86	0.74 1.11 0.14 0.70	 	••	

COACHING—concld.

Net earning in rupees, of working a coaching train one mile—concld.

			Broad	Gauge	METRE GAUGE		
Rail	Railway		Excluding interest	Including interest	Excluding interest	Including interest	
Northern	{	1952-53 1953-54 1954-55 1955-56	2.21 2.93 2.56 2.67	0.69 1.83 1.28 1.41	2.40 0.43 0.71 1.15	1.54 0.71 0.10 0.30	
Southern		1952-53 1953-54 1954-55 1955-56	2.80 1.67 1.07 2.00	1.50 0.40 0.30 0.50	0.96 0.14 0.30 0.04	0.02 1.07 0.65 0.98	
Western		1952-53 1953-54 1954-55 1955-56	6.55 4.93 5.66 6.38	4.78 3.25 4.00 4.64	2.37 1.44 1.42 2.08	1.29 0.43 0.39 1.04	
North-F astern		1952-53 1953-54 1954-55 1955-56			-0.18 0.51 0.96 1.50	-1.59 -1.93 -2.43 -3.10	

GOODS

Net earnings in rupees of working a goods train one mile

		<b>Ye</b> ar	BROAD	Gauge	Metre	Gauge
Raily	Railway		Excluding interest	Including interest	Excluding interest	Including interest
Central	{	1952-53 1953-54 1954-55 1955-56	7.25 6.84 5.62 7.20	5.10 4.72 3.47 5.00	1.30 0.45 1.32 2.80	-0.50 -1.24 -0.50 1.20
Eastern	{	1952–53 1953–54 1954–55 1955–56	6.99 7.90 7.33 8.11	4.12 5.00 4.57 5.32	  	••
Northern	{	1952-53 1953-54 1954-55 1955-56	3.76 0.27 2.96 5.45	1.20 -2.79 0.40 2.71	-2.19 -1.62 0.77 -0.03	-3.32 -3.26 -0.40 -1.16
Southern		1952–53 1953–54 1954–55 1955–56	5.00 5.30 5.30 5.60	2.80 3.10 3.20 3.20	-0.40 -1.70 0.20 -0.20	-1.90 -3.30 -1.40 -1.70
Western	{	1952-53 1953-54 1954-55 1955-56	8.46 8.77 9.76 14.1	5.69 5.91 6.92 11.4	-0.50 0.53 2.64 0.38	2.12 1.16 0.89 1.56
North-Eastern	{	1952-53 1953-54 1954-55 1955-56		••	$ \begin{array}{r} -1.68 \\ -4.24 \\ -2.93 \\ -3.00 \end{array} $	-3.70 -6.39 -5.35 -5.24

longer every day, substantial additional transport capacity would be had even with the present equipment. We understand that there is a determined drive to achieve better results in this direction which is already bearing fruit, and we are well-assured that all the necessary steps will be taken to effect more and more improvement in this direction. The results that will be achieved in this direction depend greatly not only on the efficiency of operation of railways, but also on the surrounding economic and business conditions and the patterns of traffic.

- 240. The figures of net ton-miles per wagon-day are, however, very satisfactory during the last several years indicating better loading of wagons, due in part to chronic shortage in wagon space.
- 241. It is interesting to find that were a comparison to be made between the increase in equipment and the increase in the service which is obtained from that equipment the results indicate that there has been an improvement in the standard of efficiency. The capital-at-charge has increased by about 13 per cent since 1952-53, which represents only about 3 per cent increase in the quantum of equipment. With this increase in the quantum of equipment, railways have been able to lift more than 17 per cent of tonnage and obtain 26 per cent increase in net ton-mile.
- 242. There is no doubt that a steady improvement in performance as a result of increasing efficiency in different aspects of railway working will pay a rich dividend. The task of advancing operating efficiency must be pursued vigorously and continuously with the object of reducing the cost of transport. This becomes all the more necessary, as, with the rapidly increasing density of traffic, there will be a natural tendency for movements to slow down, which must be actively counteracted. While there is scope for improvement, we consider that if the railways are to carry out their plans for expansion to meet the need of trade and industry and fulfil their roll in the Second Five-Year Plan of the country, additional revenue by way of increase in freight is necessary.
- 243. In connection with this question of operating efficiency, we have come to the conclusion that the time has come to consider the Railway re-grouping question whether smaller zones of say 3000 miles or so will be considered as a matter conduce to better control and operating efficiency. The of urgency. Ministry of Railways initiated the process of delimitation in 1955 when the Eastern Railway was divided into two separate systems and it was expected that this would be followed up by similar delimitation on other railways. We understand that the question of introducing the divisional organisation generally on the railways with a view to improving the efficiency of performance is being actively pursued. We consider, however, that such organisational efforts as may be needed to meet the challenge of heavy increase in traffic will not solve the numerous difficulties that have been created by the formation of large zones in 1952. In the high tempo of traffic during the Second and Third Five-Year Plan periods, these large zones will prove a severe handicap and will most seriously affect the efficiency of performance on railways. It is imperative that a bold attempt is made to rectify as quickly as possible what was done in 1952 by the creation of the large zones.

### CHAPTER X

### **EFFICIENCY**

236. In no phase of the evidence that was given to us by the various Chambers of Commerce and by individuals has there been such unanimity General introductory as in the criticism advanced regarding the efficiency of operaremarks. tion of railways in India. This criticism has been voiced not merely by individuals not fully conversant with the technique of railway working required to evaluate the efficiency of operation, but even more by those who had been associated with the administration of railways and who are presumably in a position to judge the efficiency of railway operation. They have forcefully expressed before us that if the operating efficiency improves, there would be no need to increase the freight to cover the additional depreciation and interest charges in respect of capital expenditure programmed in the Second Five Year Plan and other charges to which we have referred in an earlier chapter. While we feel that operating efficiency can be further improved, we must point out that conditions in 1939 are almost totally inapplicable to conditions which existed soon after the attainment of Independence of the country and to the altered state of affairs in the last few years. Our terms of reference do not involve an examination of the operational efficiency of railways, nor are we called upon to make any recommendation in this behalf. The remarks that we have to make on this question are confined to seeing how far the criticism made against the operational efficiency with a view to combating any proposal for raising freight rates is justified.

237. The operating ratio of Indian railways, i.e. the working expenses measured as a percentage of gross revenue, was 81.74 per cent during the year 1954 55 as against 85.02 in 1953-54 and as against 66.48 in the pre-war year of 1938-39. It has come down to 81.93 during the year 1955-56. The comparison of the figure of 1938-39 with the present operating ratio is hardly appropriate in view of the completely different circumstances which prevailed then and which prevailed in the post-partition period. Operating ratio is a function of both expenditure and revenue. Even taking into consideration the increased rates that came into existence by the revision of the freight structure in 1948, and, therefore, the increase in the earnings of gross revenue, the comparison would still be out of focus as the cost of maintenance, repairs, fuel, staff, etc. has increased quite out of proportion to the increase made in the rates and fares.

238. Our attention has been drawn to the fact that the speeds of goods trains, both on the broad gauge and the metre gauge, have fallen considerably. This is in part attributed to the heavy increase in the density of traffic. The train-miles per running track mile during 1955-56 as against 1938-39 have increased on an average by about 33 per cent on the broad gauge and 11 per cent on the metre gauge, but on most of the cross-country trunk routes and on several other sections carrying the great bulk of the traffic, the railways are working to saturation conditions. Further, several works of improvements in line capacity during the last two to three years have necessitated speed restrictions on many sections, with consequent slowing down of traffic.

239. The figures of wagon-miles per wagon-day are also not wholly satisfactory, but there are prominent indications of a rapid improvement in this respect, which show promise of much more satisfactory results. During oral discussions, some of the witnesses suggested that if the railways in India keep their wagons moving

longer every day, substantial additional transport capacity would be had even with the present equipment. We understand that there is a determined drive to achieve better results in this direction which is already bearing fruit, and we are well-assured that all the necessary steps will be taken to effect more and more improvement in this direction. The results that will be achieved in this direction depend greatly not only on the efficiency of operation of railways, but also on the surrounding economic and business conditions and the patterns of traffic.

- 240. The figures of net ton-miles per wagon-day are, however, very satisfactory during the last several years indicating better loading of wagons, due in part to chronic shortage in wagon space.
- 241. It is interesting to find that were a comparison to be made between the increase in equipment and the increase in the service which is obtained from that equipment the results indicate that there has been an improvement in the standard of efficiency. The capital-at-charge has increased by about 13 per cent since 1952-53, which represents only about 3 per cent increase in the quantum of equipment. With this increase in the quantum of equipment, railways have been able to lift more than 17 per cent of tonnage and obtain 26 per cent increase in net ton-mile.
- 242. There is no doubt that a steady improvement in performance as a result of increasing efficiency in different aspects of railway working will pay a rich dividend. The task of advancing operating efficiency must be pursued vigorously and continuously with the object of reducing the cost of transport. This becomes all the more necessary, as, with the rapidly increasing density of traffic, there will be a natural tendency for movements to slow down, which must be actively counteracted. While there is scope for improvement, we consider that if the railways are to carry out their plans for expansion to meet the need of trade and industry and fulfil their roll in the Second Five-Year Plan of the country, additional revenue by way of increase in freight is necessary.

सन्धर्मन जयन

243. In connection with this question of operating efficiency, we have come to the conclusion that the time has come to consider the Railway re-grouping question whether smaller zones of say 3000 miles or so will be considered as a matter conduce to better control and operating efficiency. The of urgency. Ministry of Railways initiated the process of delimitation in 1955 when the Eastern Railway was divided into two separate systems and it was expected that this would be followed up by similar delimitation on other railways. We understand that the question of introducing the divisional organisation generally on the railways with a view to improving the efficiency of performance is being actively pursued. We consider, however, that such organisational efforts as may be needed to meet the challenge of heavy increase in traffic will not solve the numerous difficulties that have been created by the formation of large zones in 1952. In the high tempo of traffic during the Second and Third Five-Year Plan periods, these large zones will prove a severe handicap and will most seriously affect the efficiency of performance on railways. It is imperative that a bold attempt is made to rectify as quickly as possible what was done in 1952 by the creation of the large zones.

#### CHAPTER XI

# THE LIABILITY OF RAILWAYS FOR GOODS TENDERED FOR DESPATCH

The second term of reference requires us to examine whether the statutory provisions dealing with the responsibility of Railways as carriers need any, and if so, what modification; and in the light of the modification proposed whether any adjustment in freight rates is warranted.

245. In the paragraphs that follow, we propose to examine the statutory provisions statutory provisions governing rail-ways' liability as carriers.

According to Section 72 of the Indian Railways Act, 1890, the liability of railways as carriers is that of a bailee. The section reads as follows:—

"Responsibility of Railway Administrations as carriers".

- "72. MEASURES OF THE GENERAL RESPONSIBILITY OF A RAIL-WAY ADMINISTRATION AS A CARRIER OF ANIMALS AND GOODS—
  - (1) The responsibility of a railway administration for the loss, destruction or deterioration of animals or goods delivered to the administration to be carried by railway shall, subject to the other provisions of this Act, be that of a bailee under Sections 151, 152 and 161 of the Indian Contract Act, 1872 (IX of 1872).
  - (3) Nothing in the common law of England or in the Carriers Act, 1865 (III of 1865), regarding the responsibility of common carriers with respect to the carriage of animals or goods, shall affect the responsibility as in this section defined of a railway administration."
- 246. Under Section 151 of the Indian Contract Act, in all cases of bailment, the bailee is bound to take as much care of the goods bailed to him, as a man of ordinary prudence would, under similar circumstances, take of his own goods, of the same bulk, quality and value of the goods bailed. Section 152 specifies that the bailee, in the absence of any specific contract, is not responsible for the loss, destruction or deterioration of the thing bailed, if he has taken the amount of care described in Section 151. Section 161 makes it clear that, if, by the default of the bailee, the goods are not returned, delivered or tendered at the proper time, he is responsible to the bailer for any loss, destruction or deterioration of the goods from that time.
- 247. Section 72 of the Indian Railways Act is the basic section in respect of liability of railway administrations as carriers. Sections 72(a) to 78 of the Act contain further provisions in this respect and deal with the following:—
  - "72A. Execution of forwarding notes in respect of animals or goods carried on a railway.
  - "73. Further provision with respect to the liability of a railway administration as a carrier of animals.

- "74. Further provision with respect to the liability of a railway administration as a carrier of luggage.
- "74A. Liability of a railway administration for goods in defective condition or defectively packed.
- "74B. Liability of a railway administration for goods carried in open vehicles.
- "74C. Liability of a railway administration for animals or goods carried at owner's risk rate.
- "74D. Burden of proving misconduct where goods carried at owner's risk rate are not delivered to the consignee or are pilfered in transit.
- "74E. Liability of two or more railway administrations for through traffic.
- "75. Further provision with respect to the liability of a railway administration as a carrier of articles of special value."
- "76. Burden of proof in suits for compensation.
- "77. Notification of claims to refunds or overcharges and to compensation for losses.
- "78. Exoneration from responsibility in case of goods falsely described".
- Owner's risk rates and developments time to time in regard.

  Table 248. Among these, Section 74 C is of special importance. It provides that railways may limit the bailee's liability when animals or goods are charged for conveyance, under what are called owner's risk rates which are lower than the normal rates at railway risk. The railway administration in such cases is not responsible for "loss, destruction or deterior than the railway risk of the responsible for "loss, destruction or deterior than the railway risk of the responsible for "loss, destruction or deterior than the railway risk of the railway administration in such cases is not responsible for "loss, destruction or deterior than the railways may limit the bailee's liability when animals or goods are charged for conveyance, under what are called owner's risk rates which are lower than the normal rates are railways may limit the bailee's liability when animals or goods are charged for conveyance, under what are called owner's risk rates which are lower than the normal rates are railway risk. The railway administration in such cases is not responsible for "loss, destruction or deterior than the railway risk rates are railway risk."

of or damage to goods from any cause whatsoever," except when it is proved that such loss, destruction, deterioration or damage was due to NEGLIGENCE or MISCONDUCT on the part of the railway administration.

- 249. The word "negligence" was added to and included under the Indian Railways Amendment Act, 56 of 1949. Previously, a railway administration was liable when goods were conveyed at owner's risk rates, only in proven cases of "misconduct".
- 250. In the Act, as originally framed, a railway administration was permitted to limit its responsibility as bailee under special contract with the consignors, but such a contract in accordance with Section 72(2) had to be in writing and in a form approved by the Central Government. The special contracts, which were in force until 1950, were known as Risk Notes, and their main effect was to make the consignor assume a greater portion of the risk in the carriage of consignments. Under such contracts, the responsibility of the railways was extremely limited though not completely eliminated. For instance, by signing Risk Note 'B' in consideration for the special reduced or owner's risk rates charged, the consignors undertook to hold the railway administration—
  - "harmless and free from all responsibility for any loss, destruction or deterioration of, or damage to, the said consignment, from any cause whatever except for the loss of a complete consignment or of one or more complete packages forming part of a consignment due either to the wilful neglect of the railway administration or to theft by or to the wilful neglect of its servants provided the term wilful neglect be not held to include fire, robbery from a running train or any other unforeseen event or accident."

Thus, when Risk Note 'B' was executed the railways were, for all practical purposes, absolved of all responsibilities. Any apparent protection given to the trader was illusory, because the onus of proving wilful neglect was on him, while the explanation of the loss or injury was within the exclusive knowledge of the railway.

- 251. The position was so obviously unjust that on representations from trade interests, Risk Note 'B' form was revised in 1924. The word 'misconduct' was substituted for wilful neglect and in addition it was provided that in the following cases—
  - (a) Non-delivery of the whole of the consignment or of the whole of one or more packages forming part of the consignment.....where such non-delivery is not due to accidents to trains or to fire.
  - (b) Pilferage from a package or packages forming part of the consignment....

the railway administration was bound to disclose to the consignor how the consignment was dealt with throughout the time it was in its possession or control and, if necessary, to give evidence thereof before the consignor was called upon to prove misconduct. If, however, misconduct on the part of the railway administration or its servants could not be fairly inferred from such evidence, the burden of proving such misconduct from such further facts as might be adduced was to lie upon the consignor.

- 252. This provision, whereby the railway had to disclose the manner in which the consignment was handled while in its custody, lightened the difficult task of the onus of proof which devolved on the consignor, and the substitution of the word 'misconduct' for the word 'wilful neglect' lessened the burden of proof further.
- 253. This position continued until 1949, when, in view of mounting protests from trade interests regarding the cumbersome procedure of executing risk notes and the need for a statutory provision of the terms contained in the risk notes, the Act was amended. What had been a contractual obligation in the past was converted into a statutory obligation on the part of the railways and the amendments defined the responsibility of the railways in this behalf. It was further enacted that the railway administration would be responsible for any loss, destruction or deterioration of, or damage to goods, if such loss, destruction, deterioration or damage could be proved to be due not only to misconduct on the part of the railway administration or any of its servants but also to negligence. It was also provided that the railway administration must disclose to the consignor how the consignment was dealt with while it was in its possession or control if the goods were not delivered or any part of the consignment or package was pilfered in transit. If negligence or misconduct on the part of the railway administration could not be fairly inferred from the disclosure made by the administration, the burden of proving such negligence or misconduct then lay on the consignor. Thus, what was originally, for all practical purposes, a repudiation of all liability for injuries to goods carried at reduced rates, i.e., the owner's risk rates, has been put virtually on the same level of responsibility as in the case of goods booked at railway risk rates.
- Recommendation the railways assuming virtually the same responsibility regarding liability and owner's risk rates for the future. whether the freight is carried at railway risk or owner's risk, at present there are only about 300 commodities for which lower rates exist under owner's risk condition. While these commodities may form a very large proportion of the total traffic borne by the railways, thousands of commodities are now charged only at railway risk rates. We,

therefore, consider that the general policy of the railways should be to quote rates at railway risk and we recommend that, with the exception of the few commodities listed below, the classified rates in the revised rates structure should be applicable at railway risk only and that station-to-station rates quoted for such commodities are also to be invariably at railway risk.—

Betel leaves Bentonite Curds Bone dust Fish, fresh Bone meal Fish spawn Bones Fruits, fresh Bone sinews Chalk, including calcium carbonate, chalk Meat, fresh prepared or precipitated Milk Charcoal fuel Onions Cinders Plants Clay, china Potatoes Fireclay Potatoes, sweet Firewood Vegetables, N. U. C. Sand Asbestos, crude Tiles, common, roofing Ballast Coal, coke and Patent Fuel

Similarly, with reference to livestock, we have recommended that the existing practice of providing alternative railway risk rating upto the limits in value fixed by Section 73 of the Indian Railways Act should be discontinued and the traffic should be carried only at railway risk. For giving effect to this recommendation, no amendment of the Indian Railways Act is needed.

Railways' claims with the responsibility of railways as carriers, we shall now consider the main aspects of the railways' claims position, in the light of which we have to suggest what changes may be made in the provisions governing the liability of the railways as carriers.

256. Figures showing the value of compensation claims paid for each year from 1938-39 to 1955-56 are as follows:—

Years		Number of claims			S	Number of claims	Value
			Rs.				Rs.
1938-39 1939-40		34,574 34,679	<b>4,28,757 5,40,886</b>			1,10,603 1,60,724	1,31,41,892 2,26,56,836
1940-41 1941-42	• •	42,808 59,300	7,27,859 10,15,266	1949-50 1950-51		1,86,454 1,60,985	4,08,10,298 3,32,61,713
1942–43 1943–44		62,913 84,253	18,21,842 44,72,324		••	1,81,825 1,85,548	3,15,75,406 3,14,08,745
1944-45 1945-46 1946-47	:-	85,851 1,31,124 85,681	81,02,929 1,44,97,301 90,33,649		••	1,98,792 2,10,279 2,40,179	2,86,69,650 2,68,00,489 2,90,85,116

Even after making full allowance for the sharp rise in prices in recent years, these figures reveal a serious state of affairs. It will be seen that the increase commenced in 1940-41 and mounted steadily during the war years. With the cessation of war,

there was a fall in 1946-47, but with the partition of the country and acute shortages in some commodities, the figures mounted rapidly till they reached the maximum level in 1949-50. Thereafter, there has been a slow and steady decrease. This decrease is attributed by the Railway administrations to some important remedial measures which they have adopted. Amongst these mention has been made, in particular, of periodical observance of "Stop rough handling" and "Packing, Labelling and Marking" ("P. L. M.") check up weeks, spot checks at stations, marshalling yards, goods sheds and parcel sheds, insistence on dunnage in respect of despatches of sugar and foodgrains, improved methods of loading foodgrains to avoid loss due to "bleeding" and more extensive use of Ellis Patent Locks on wagons containing valuable commodities. The strengthening and re-organisation of the Watch & Ward Force also has had, according to them, a very considerable effect in the prevention of claims. This Force has now been designated as the Railway Protection Force, and by a recent Bill introduced in Parliament, the duties allotted to this Force and its jurisdiction are sought to be extended. This, it is hoped, will make the Force a really effective one.

- 257. The Railway Board publish annual statements railway-wise, showing the number of claims received in respect of goods damaged, lost or overcharged and the average time for settlement. They also publish another statement showing the number and value of claims paid on account of various causes like goods lost, goods stolen, goods damaged by wet, goods damaged by fire, goods damaged by breakage and other causes. We have studied the statements issued by the Railway Board and we note that claims paid are the heaviest on account of goods lost and the next heaviest on account of goods stolen. These losses, are, in many cases, attributable to thefts, though not so recorded, as they are not detected in time; it is in this respect that measures for the prevention of theft assume great importance.
- References in other reports on claims position

  References in other railways (Shri B. N. Mullick, I. P., Director, Intelligence Bureau, Ministry of Home Affairs, was specially deputed to enquire into and report on Compensation Claims on Indian railways.

  Earlier, departmental investigations were conducted and a report was submitted by Shri A. A. Brown. Recently, the Railway Anti-Corruption Enquiry Committee, after an exhaustive enquiry, has dealt with the subject at great length and put forward various useful recommendations.
- 259. Chambers of Commerce and individual witnesses on behalf of the public have, both in their written replies, and in their oral evidence, Public opinion on railshowed a unanimity of opinion on the subject of claims. No ways' claims position. other aspect of railway administration has been subjected to such critical evaluation as the causes which lead to claims, the manner in which they are dealt with and how they are settled. Whether the goods are booked at railway risk or at owner's risk, the attention paid by the railways in the matter of handling of these goods seems to be the same. Loss of goods, damage to goods, pilferage at booking or receiving stations and theft while the goods are in transit are all stated to be not abnormal circumstances connected with the carriage of goods by railways. It has further been alleged that at least in some instances, and some witnesses even go to the extent of saying in many instances, some of the railway staff are directly connected with these losses or pilferages or thefts either by being parties to them or by conniving at them. Making allowance for exaggeration in some cases or warped imagination of a consignor or a consignee who has lost his goods, we consider that losses through thefts have assumed such proportions that radical remedies are required to deal with the situation.

- 264. There is no doubt that if railways are to take over additional liability and virtually become insurers of property, the railway-users will be relieved of a worry and uncertainty. The assumption of additional liability will mean that railways will have to pay additional compensation claims. But, this fact will necessarily oblige them at all levels of the administrative machinery to tackle the matter of pilferages or thefts, careless or wilful mishandling of goods etc. more energetically and effectively than they have done so far. We are of the opinion that it is inevitable that the railways at some stage or other must come in conformity with the railway administrations of other countries and must accept the responsibility of common carriers. We have little doubt that such a bold step will be the only satisfactory means of solving the problem. We are not unaware of the difficulties in assuming this responsibility. The assumption of common carrier risk may mean not only paying out additional sums by way of compensation claims, but also paying them promptly. There will be an increased burden of work on railways in regard to claims settlement, and at the present period of unprecedentedly rapid development of railway capacity and very heavy demands on the entire railway organisation, this additional work may put a severe strain organisationally and administratively on the railways. We have given serious consideration to these major problems that will arise if common carrier liability is undertaken by railways. Nevertheless, having given due consideration to all aspects of the question as presented by the railway administrations and by the public, we are decidedly of the opinion that this responsibility of common carriers must be taken by the railway administrations in India.
- 265. In the course of the evidence, we have been struck by the testimony of more than one Chamber of Commerce and of individuals that what the consignors and consignees are most anxious about is not so much the rate of freight charge as the timely and safe arrival of goods at destination. Hence, we have reason to believe that the public would derive much satisfaction from a radical change from bailee's liability to that of a common carrier, as this is bound to tone up the administrative machinery of railways in respect of effective prevention of transit losses and will thus compensate, to some extent, the increase in freight rates recommended by us.
- 266. With due realisation of the administrative difficulties which will present themselves to the railways in organising the necessary staff required to deal with the situation, we have come to the conclusion that this assumption of responsibilities by railway administrations of a common carrier can and should be given effect to within one year after the coming into force of the new railway freight structure which we have recommended. Some of our colleagues feel doubtful whether the necessary administrative and organisational reforms can be brought about within this period for the railways to assume the responsibility of a common The rest of us, while appreciating the task before the railways in this respect confidently believe that railway administrations are resourceful enough to rise to the occasion and put through the necessary reforms within the time suggested. It will be noticed from an earlier paragraph that departing from the two distinct systems of rates, owner's risk and railway risk rates, we have recommended that practically all the commodities carried by the railways should be at railway risk only. A few exceptions have, however, been made where alternative risk rates have been permitted on account of the nature of the commodities. We have had this recommendation also, in view, to a certain extent when we recommended the revised scale of rates for different commodities carried by railways. When the railways assume the common carrier liability, they should not be permitted to limit such liability except for the very few commodities for which owner's risk rates have been retained in our recommendation. Even the extent to which the liability

- 261. It is apparent from the information that we have received from the railways and from the trade that the question of claims prevention boils down largely to one of preventing crime in the shape of thefts and pilferages, whether inside the railway premises or outside. We are informed that a large number of people are apparently earning their livelihood by regular and organised thefts of goods either in the custody of or belonging to the railways, and in our opinion, adequate attention has not been paid to this aspect of the question. As Shri, Mullick has pointed out in his report, there is a great deal to be done by the railways themselves in tightening up the procedure and providing better supervision and facilities for checking thefts and pilferages. We have pointed out already in this connection, how railways are addressing themselves to this task through re-organisation of their Watch and Ward Force and through other preventive measures. But, there is another side to this problem and that is the responsibility of the State Governments. We have no doubt in our mind that if crime on railways has to be successfully scotched, State Governments have to play their part, and in our opinion, this matter should be zealously pursued by the Ministry of Home affairs, so that the States are persuaded to carry out with expedition the changes suggested by Shri. Mullick in the police organisation connected with railways. The present unsatisfactory position regarding thefts on railways appears to be dismissed as a minor matter concerning the railways and their staff and, therefore, of the Union Government. The social implication of the crime is overlooked. Fundamentally, it is a law and order problem and cannot be solved finally without the actual and ultimate intervention of the State Governments.
- Our conclusions regarding railways' liability position.

  Our conclusions regarding railways' liability position.

  Insurer instead of that of a bailee. We find that in most other countries, like U. K., U. S. A., Canada and France, the liability of railway administrations is that of a common carrier.
  - 263. The Railway Board, in their reply to our questionnaire, have stated that-
    - "It would not be expedient for the Railways to take on themselves the liability of an 'insurer' or 'common carrier' to cover what properly is the responsibility of the State Government unless there are clear indications that this responsibility will be effectively discharged. Particularly in the present context of continued heavy thefts and pilferage of goods in transit by rail over the Indian railways, the present time, in any case, is singularly inopportune for the railways to assume the liability of a 'common carrier' or 'insurer' of goods instead of that of a bailee. Other factors, which are peculiar to the Indian railways and should also be taken into account in this context, are:—
      - (i) greater incidence of damage (particularly damage to perishables etc.) at the transhipment points because of various gauges, there being a considerable number of such points over the Indian railways;
      - (ii) the standard of packing of the goods in India not being of a very high order as is in the more advanced countries where the liability of the railway is that of a 'common carrier';
    - (iii) the wide variations in climatic conditions;

and

(iv) the comparatively long hauls with greater hazards in respect of delay in transit.

In all these circumstances, it is felt that no change should be made at this stage."

- 261. It is apparent from the information that we have received from the railways and from the trade that the question of claims prevention boils down largely to one of preventing crime in the shape of thefts and pilferages, whether inside the railway premises or outside. We are informed that a large number of people are apparently earning their livelihood by regular and organised thefts of goods either in the custody of or belonging to the railways, and in our opinion, adequate attention has not been paid to this aspect of the question. As Shri, Mullick has pointed out in his report, there is a great deal to be done by the railways themselves in tightening up the procedure and providing better supervision and facilities for checking thefts and pilferages. We have pointed out already in this connection, how railways are addressing themselves to this task through re-organisation of their Watch and Ward Force and through other preventive measures. But, there is another side to this problem and that is the responsibility of the State Governments. We have no doubt in our mind that if crime on railways has to be successfully scotched. State Governments have to play their part, and in our opinion, this matter should be zealously pursued by the Ministry of Home affairs, so that the States are persuaded to carry out with expedition the changes suggested by Shri. Mullick in the police organisation connected with railways. The present unsatisfactory position regarding thefts on railways appears to be dismissed as a minor matter concerning the railways and their staff and, therefore, of the Union Government. The social implication of the crime is overlooked. Fundamentally, it is a law and order problem and cannot be solved finally without the actual and ultimate intervention of the State Governments.
- Our conclusions read the heavy incidence of claims, it is not unreasonable that the business community should desire railways to accept the liability of a common carrier, i. e., virtually that of an insurer instead of that of a bailee. We find that in most other countries, like U. K., U. S. A., Canada and France, the liability of railway administrations is that of a common carrier.
  - 263. The Railway Board, in their reply to our questionnaire, have stated that-
    - "It would not be expedient for the Railways to take on themselves the liability of an 'insurer' or 'common carrier' to cover what properly is the responsibility of the State Government unless there are clear indications that this responsibility will be effectively discharged. Particularly in the present context of continued heavy thefts and pilferage of goods in transit by rail over the Indian railways, the present time, in any case, is singularly inopportune for the railways to assume the liability of a 'common carrier' or 'insurer' of goods instead of that of a bailee. Other factors, which are peculiar to the Indian railways and should also be taken into account in this context, are:—
      - (i) greater incidence of damage (particularly damage to perishables etc.) at the transhipment points because of various gauges, there being a considerable number of such points over the Indian railways;
    - (ii) the standard of packing of the goods in India not being of a very high order as is in the more advanced countries where the liability of the railway is that of a 'common carrier';
    - (iii) the wide variations in climatic conditions;

and

(iv) the comparatively long hauls with greater hazards in respect of delay in transit.

In all these circumstances it is felt that no change one extent to which the liability

may be limited in these cases should also be clearly laid down. In this conne tion, we would like to refer to the practice in America in respect of what are calle "released valuation rates." These released valuation rates unlike the preserowner's risk rates on Indian railways, do not exonerate American railways from the responsibility for loss or damage, but they limit the extent of the claims. Thereleased valuation rates have very limited application and require the prior approv of the Interstate Commerce Commission.

Packing conditions.

Packing conditions.

Packing conditions.

Packing conditions.

Packing conditions.

Packing conditions.

Packing conditions.

268. The question of packing conditions has been examined by us in some deta-At the time when important changes were introduced in respect of the procedu relating to the acceptance of goods and parcels traffic, in order to bring it in lir with the amendments to certain Sections of Act IX of 1890 passed in 1948, packir conditions were for the first time prescribed for all commodities carried by railway other than those carried loose or in bulk. The scope of compulsory packing conditions was also enlarged. We feel that with the advance of industrialisation in this country, the time has come to review both the packing conditions general and the list of commodities for which compulsory packing conditions may I applied. We see welcome signs of packing industry developing in this countr Railways can incidentally assist in fostering and developing this industry by layir down improved packing conditions. Hence we recommend that the present packing conditions be reviewed. Having regard to the fact that our recommend tion contemplates railways assuming responsibilities of common carriers with one year after the coming into force of the revised freight structure, we recommer that revised packing conditions, where necessary, and also compulsory provision of packing conditions in respect of a larger number of commodities may be pre cribed and brought into effect simultaneously with the assumption by the railwa of the liability of common carriers. Industrial progress of the country to a certa extent is determined by the degree of care in which commodities are transporte from place to place and we have no doubt that industries would respond to the conditions to be laid down by the railway administrations.

269. We shall now refer to certain minor difficulties which shippers cor

Significance of the terms "loss" and "non-delivery" and need to amend the statute in this regard.

across in regard to claims. The responsibility of railwadministrations has been laid down in terms of loss, de truction or deterioration. These terms have been t subject of a good deal of discussion and many judici decisions. The question has been debated whether t term 'loss' refers to the physical loss of a consignme or loss by the result of non-delivery. It has been argu-

that non-delivery is different from physical loss to which alone Sections 151, 1 and 161 of the Indian Contract Act apply and that in regard to non-delivery as suc the responsibility of the railway administration should be as stipulated in Section 160 of the Indian Contract Act, in accordance with which the bailee is held resposible for non-delivery. This position may be suitably amended through specion inclusion of the term 'non-delivery' in the Act.

270. There is also the question when the responsibility of the administration ceases. Whether it ends once the goods reach the destination station and a reasonable period is allowed thereafter, When does responfor taking delivery by the consignee. In other words is sibility cease? the reasonable time synonymous with what is commonly for delivery and whether the administrations need not known as 'free time' hold themselves responsible for any damage or loss occurring subsequently. The complaint made was that railways had, of late, adopted the practice of repudiating claims on account of damages to consignments not removed within the free time after unloading. We are not sure that railways cease to be bailees automatically, once the free time for wharfage is over. This matter needs sympathetic examination.

271. It has been suggested to us that suitable amendments may be made either to the Indian Railways Act or to the Evidence Act providing Need for providing for certified copies of Forwarding Notes and entries in standard books and registers used at stations, like Receipt and Delivery Books, Number Takers' Hand Books, Seal Memo Book, etc., being admitted as evidence without the originals being produced, except when either party challenges the correctness of any of the certified copies. The Banker's Book Evidence Act contains a similar provision and we agree that if this is done in respect of Forwarding

contains a similar provision and we agree that if this is done in respect of Forwarding Notes or of entries in the books maintained by the railways in the usual course of business at stations, it will avoid hold-up of railway records in most cases and help in the speedier disposal of claims.

272. In terms of Section 75 of the Indian Railways Act, 1890, railways do not undertake the normal bailee's liability at railway risk for Excepted articles. certain articles of special value, when packages containing such commodities tendered for despatch exceed Rs. 300 each, unless the contents and value of the packages are declared at the time of booking and a "percentage charge" (usually called 'insurance' charge on Indian railways) on the declared value is paid in addition to the freight charge at railway risk. By paying the percentage charge, the consignors are assured that the railways have taken the full liability of a bailee under the Indian Contract Act in respect of such consignments. In view of the fact that it has been proposed that railways should, in most cases, assume the full liability as a bailee for articles tendered to them for transport and that the existing practice of quoting owner's risk rates be discontinued except for a few commodities, we consider that the list of excepted articles, as given in Schedule 2 to the Indian Railways Act, 1890, should be reviewed, so that, some of the items may be deleted from the list. We feel that while articles, like Gold and Silver, should correctly come under excepted articles, silk should be deleted from the list. Silk apparel can hardly be considered of very high value, and it was represented to us that there are other costlier wearing apparel which does not come under the excepted category. The practice of all articles of glass, china and marble being treated as excepted articles should also be dispensed with. Glass is not an expensive material to-day and it enters into so many uses for the ordinary consumer that it can hardly be considered as an article of special value. In such cases, the fragile nature of the articles has been taken into consideration in describing them as excepted. In the United Kingdom also, breakable articles like glass have to be separately declared, when above a certain value. But not so in the United States and Canada. As for the fragile nature of the commodity, the obvious solution is to lay down stricter packing conditions, if necessary. Electric bulbs, etc., which are made of glass, are so well-packed nowadays that they generally stand the hazards of transport,

The present entry "Art pottery and all articles made of glass, china, marble," the Committee suggest, may be revised to "Art pottery and works of art made of glass, china and marble." Similarly, we consider that Musical and Scientific instruments should no longer find a place in the list of excepted articles. If necessary, to cover the additional risk, stricter packing conditions may be imposed.

273. We have received complaints that the procedure outlined in Sections 77 and

Serving of notice—
amendment to Act.

140 of the Indian Railways Act, 1890, for the notification of claims sometimes causes hardship and leads to rejection of claims on a technical plaa of improper notice. We recommend that a notice of claim served on the General Manager or the Chief Commercial Superintendent of a railway should be valid in law and the necessary amendments in Sections 77 and 140 of the Act should be carried out.

274. Under Section 72-A of the Indian Railways Act, we find that Forwarding

Forwarding Notes for animals tendered for carriage by trains other than goods trains—amendment to Section 72-A of the Act.

Notes are required to be executed for carriage of goods by trains other than goods trains when the goods comprise articles carried at owner's risk rates, those of perishable nature, those mentioned in the second schedule, those defectively packed or in defective condition and goods coming under the category of "explosives or dangerous" consignments. There is, we find, no mention in this Section

of the need for execution of Forwarding Notes when animals are tendered for carriage by trains other than goods trains, although, in view of the provisions of Section 73 of the Act, it is necessary that the value of such animals be declared. This, we consider, is a lacuna in the law and may be removed by making a suitable provision in Section 72-A in regard to the execution of Forwarding Notes, when animals are tendered for carriage by trains other than goods trains.

सन्यमेव जयते

## CHAPTER XII

#### RAILWAY RATES TRIBUNAL

The third term of reference requires us "to examine what changes, if any, are needed in the existing constitution, jurisdiction and rules of procedure of the Railway Rates Tribunal, so that the Tribunal might be a more effective and expeditious instrument for adjudication of railway freight matters at a reasonable cost to the litigant."

276. The Railway Rates Tribunal is a body established by Act 65 of 1948 and came into being with effect from the 4th April, 1949. The powers of the Tribunal are defined by Sections 41 and 42 of the Indian Railways Act, 1890, as amended by Act 65 of 1948. The Tribunal consists of a President and two other members, appointed by the Central Government and all the members are chosen from those who are or have been, or are qualified for appointment as, Judges of a High Court. The Tribunal has the aid of assessors in coming to decisions on any matter referred to it.

277. Before examining the evidence received by the Committee from various organisations and individuals regarding the working of the Railway Rates Tribunal, it is desirable to review in brief the circumstances which ultimately led to the appointment of the Tribunal.

278. In the early days of railways in this country, the need for detailed control by Government was not felt. As more railways were established and more railway companies were formed, there was a growing desire that Government should have a check on the rating policy of the companies to safeguard the interest of both the railways and the public. By a resolution of the Government of India, of 12th December, 1887, it was laid down, amongst other principles,

"that, although in the interests of the public, Government should abstain from direct interference in the matter of rates and fares, yet there are certain ruling principles which Government, as the guardian of public interests, must see complied with by the railway administration. There should be no undue preference, in other words, railway administration ought not to be permitted to make preferential bargain with particular persons or companies, such as granting them scales of charges more or less favourable than those granted to the public generally. Again, in cases where the traffic offering is sufficient to justify these arrangements, railway administration must give reasonable facilities for public traffic between any two railway stations, each railway administration being contented to receive for its share of the through rate, less than its ordinary local rate."

This principle, so well-enunciated at the time, remained, however, mostly a dead letter for several decades thereafter.

279. The Indian Railways Act IX of 1890 was passed in that year and the question of safeguarding the interest of the public having been brought prominently to the notice of Government, provision was made in that Act for the appointment of a Commission styled a Railway Commission, to which could be referred certain complaints regarding the railway administration. The Commission was to consist of one Law Commissioner and two Lay Commissioners. They would take cognizance of such cases as might be referred to them by the Governor-General-in-Council. The nature of the cases, which might be referred to the Commissioners,

was defined by Section 28 of the Act. Section 42 of the same Act prescribed the duties of the railway administration to arrange for receiving and forwarding traffic without unreasonable delay and without partiality, and Section 43 dealt with undue preference in case of unequal rates for like traffic or services. All these matters could be investigated by the Railway Commission. The Railway Commission, however, was never set up and the law remained a dead letter for over three decades. During the intervening period, attempts were made in the then Imperial Legislative Council by Sir Vithaldas Thackersey in 1912 and Mr. Monammed Ali Jinnah in 1917 for the appointment of a Committee of Enquiry to investigate the policy of railway rates with a view to eliminate undue preference or partiality in the fixing of these Finally in 1920, the Government of India appointed the Acworth Committee which was required, amongst other things, to report whether the then system of control by Government of rates and fares and the machinery for deciding disputes between railways and traders was satisfactory, and if not, to advise what modifications were desirable. The Committee, after an exhaustive enquiry, made the following recommendations on this term of reference:-

"We have found a unanimous readiness on both sides to accept the constitution of a new Tribunal practically identical with that recommended for the same duties by the Rates Advisory Committee constituted under the English Ministry of Transport Act, 1919 and accepted as satisfactory both by the Railway Companies and by the representative organisations of the Traders in England. We recommend the establishment of a Rates Tribunal consisting of an experienced lawyer as Chairman and two lay members, one representing the Railways and other commercial interests with power in any case deemed of sufficient importance to add two additional members one on each side. We do not think it necessary to go into the constitution and powers of the suggested Tribunal in any further details."

280. The Government of the day did not, however, accept the recommendations

Appointment of Railway Rates Advisory Committee—its functions.

in their entirety. It was felt that, as Government was responsible for a commercial return from railways, it was not proper for the Rates Tribunal to exercise control over rates in the sense of fixing such rates. Ultimately, in consultation with the Central Advisory Council for Railways, Government

appointed the Railway Rates Advisory Committee in April, 1926 to deal with certain complaints of undue preference and unreasonable rates and other minor matters. The opinion of the Committee was advisory and was not binding on Government. The question of classification of goods as such was outside the purview of the Railway Rates Advisory Committee. Further, only such complaints could be taken notice of by the Committee as would be referred to it by Government.

- 281. In 1937, the Indian Railway Enquiry Committee, better known as the Wedgwood Committee, went into this question and, in paragraph 133 of their Report, observed as follows:—
  - "Whilst we consider that the present arrangements can be and ought to be improved, we do not favour the appointment of a body like the Railway Rates Tribunal or the Interstate Commerce Commission on the ground of the legal character necessarily assumed by the hearings before such a body and the cost involved to applicants."

They also stated that—

"if special difficulties are imposed on the raising of charges, this must necessarily operate as a discouragement to their reduction and will tend to a rigidity of system which is contrary to the commercial interest of the community."

282. The Railway Rates Advisory Committee continued to function till it was replaced by the Railway Rates Tribunal in 1949. It functioned for nearly twenty years and its recommendations were accepted by Government except in very rare cases. It showed a high degree of competence and there was no complaint or grievance that the decisions of the Committee were, in any way, faulty or that these decisions were not marked by a correct appreciation of the situation or that the proceedings were dilatory in character. Indeed, the only criticism advanced was that it could not take cognizance of complaints unless they were referred to it by Government and that its findings could not be implemented directly before being accepted by Government. These criticisms were taken note of by Government when they decided in 1949 to set up, by an Act of Parliament, the Railway Rates Tribunal.

283. According to the original proposal of the Ministry of Railways, approved by the Cabinet, the Railway Rates Tribunal was to consist Constitution of the of a judge as President and four members-two to be drawn Railway Rates Tribunal. from railways and two from industry and commerce. The Standing Finance Committee recommended not only a reduction in the number of members from five to three, but went further and suggested that all the members, including the President, should be either judges of a High Court or persons eligible to become judges of a High Court, and that this Tribunal, composed entirely of judges, should be assisted by assessors drawn from two panels, one set up by the Federation of Indian Chambers of Commerce and Industry and the other set up by the Railway Board. This recommendation was finally accepted by Government and ultimately by Parliament, and the Railway Rates Tribunal was constituted on this basis in 1949.

284. The Standing Finance Committee, in recommending the composition of

Legal bias of the Tribunal-system of assessors—its failure public opinion in this regard.

the Tribunal, virtually converted it into a law court with an inevitable legal bias. The problems to be dealt with in freight rates cases and the decisions to be implemented in connection therewith do not relate to ordinary disputes about primary facts between two private individuals, but are intimately concerned with public interest, involving questions

of trade and commerce generally, and often result in decisions having far-reaching repercussions, quite unimaginable in any civil suit between private parties in a civil court. The fixation of a reasonable and non-discriminatory freight rate is not merely a verdict between the complainant party and the railway administration. Its repercussion goes far wider. It transcends the interest of a particular litigant and may affect vitally the business prospects of a particular region of the country. Indeed, the interests of the direct parties concerned in a complaint before the Rates Tribunal may not be so very important as the interests of the general public. That is why, in all freight rate cases, interveners are expected to play an important part, and that is also the reason why complaints about railway freight rate cases are deliberately kept out of the purview of ordinary civil courts. It is clear, therefore, that, in the deliberations of the Tribunal, association of persons having knowledge of business and of the economic conditions of the country is of paramount importance. The constitution of a purely judicial Tribunal overlooks this vital consideration. It is true that two panels of assessors—one drawn from trade and commerce and one from railways-assist the Tribunal during the hearing of the complaints. We have had the opportunity of receiving evidence of some of the gentlemen who have acted as assessors. We have also had the benefit of the views of some of the learned advocates who appeared before the Tribunal, and we are satisfied that the system of assessors has failed in its purpose. We were informed that the assessors are present during the hearing of the complaint and, after having heard the counsel, are required to give an agreed opinion, if possible, or individual

opinions, if necessary, and having done so in writing, they disappear from the scene. The discussion among the members of the Tribunal takes place without the assessors being present and in that critical stage of arriving at a judgment, neither the experience of the advisors of the commercial panel nor of the railway panel is availed of by the Tribunal.

- 285. We have received evidence from various Chambers of Commerce and individuals regarding the composition and working of the Railway Rates Tribunal. We also have had the advantage of the views expressed by the President and members of the Tribunal before us in person. The evidence discloses deep dissatisfaction with the composition of the Tribunal, with the procedural difficulties that complainants have to meet with, with the elaborate and formal investigation that the Tribunal has to make and with the consequent high cost of litigation before the Tribunal.
- Our conclusions and recommendations regarding constitution.

  Rates Advisory Committee constituted on a different basis from the Railway Rates Tribunal. Whatever might have been the apprehension in the minds of the legislators in 1948, we consider that, in the Railway Rates Tribunal, there must be men with knowledge or experience in the economics of railway administration and with general experience of trade and commerce and that it should not be overweighted with persons purely of judicial or legal experience.
- 287. The Transport Tribunal in the United Kingdom is appointed by the Sovereign on the joint recommendation of the Lord Chancellor, the President of the Board of Trade and the Minister for Transport. The President of the Tribunal must be an experienced lawyer. The other two members must be experienced men in commercial affairs and railway business. The Interstate Commerce Commission of the United States is composed of eleven Commissioners appointed by the President with the advice and consent of the Senate. Not more than six of the Commissioners may be appointed from the same political party. The commissioners chosen by the Interstate Commerce Commission have all been public men, many of them experienced lawyers and administrators.
- 288. Having taken all these circumstances into consideration, we recommend that the Railway Rates Tribunal be reconstituted as under—

The President should be an experienced High Court Judge. The two other members should be chosen for their knowledge or experience of commercial, industrial and economic conditions in the country or of the commercial working of railways.

289. It should be pointed out that a member of the Tribunal having experience in commercial, industrial and economic conditions of the country will ordinarily be expected to have considerable experience in railway rating policy and practice. In fact, from the evidence given before us, we have realised that there are persons, both amongst economists and industrialists, who have made a special study of railway rating problems and could make useful contributions as members of the Tribunal. Similarly, a member with knowledge or experience of the commercial aspects of railway administration will ordinarily be expected to have built up an experience of the economic, industrial and commercial conditions in the country.

- 290. In making this recommendation for the modification of the constitution of the Tribunal, we should like to emphasise that no reflection is cast on the capabilities or competence of the members who, in the past, constituted the Railway Rates Tribunal or who are now members thereof. Indeed, going through the decisions of the Railway Rates Tribunal, we are struck with the thoroughness with which these questions have been investigated. Nevertheless, as has been emphasised by some of the witnesses, the handicap inherent in the constitution of an all-lawyer Tribunal cannot be overlooked and it is a sufficient justification for the change that we have recommended.
- Our recommendations regarding assessors.

  Our recommendations regarding assessors.

  Our recommendations assessors.

  Our recommendations assessors.

  Our recommendations assessors.

  Our recommendations assessors.

  Our recommendations assessors.

  Our recommendations assessors.

  Our recommendations assessors.

  Our recommendations assessors has been a failure according to all opinions received by us, and we recommend that this system be abolished. The purpose for which it was introduced will be better served by the revised constitution of the Tribunal, which we recommend.
- Appointing authority—period of tenure of members.

  Appointing authority—period of tenure of members.

  Appointing authority—period of tenure of members.

  Appointing authority—period of tenure of members.

  Appointing authority—suitable cases, be eligible for re-appointment. On the analogy of the practice in the United Kingdom, the President and members of the Tribunal may be appointed by the President of India on the recommendation of the Law Minister, the Minister for Industry and Commerce and the Minister for Railways.
- 293. Sections 34 and 35 of the Act will have to be amended to provide for the Relevant amendments revised constitution which we have recommended. to the Act regarding constitution.
- 294. We shall now consider the question of the jurisdiction of the Tribunal.

  The powers of the Tribunal are laid down in Sections 41, 42 and 45 of the Indian Railways Act. Sections 41 and 42 are as follows:

सत्यमेव जयते

# SECTION 41—COMPLAINTS AGAINST A RAILWAY ADMINISTRATION.

- (1) Any complaint that a Railway Administration-
  - (a) is contravening the provisions of Section 28, or
  - (b) is charging station-to-station rates or wagon-load rates which are unreasonable or rates which are unreasonable owing to any condition attached to them regarding minimum weight, packing, assumption of risk or any other matter, or
  - (c) is levying charges (other than standardised terminal charges) which are unreasonable, or
  - (d) is unreasonably refusing to quote a new station-to-station rate, or
  - (e) has unreasonably placed a commodity in a higher class, may be made to the Tribunal, and the Tribunal shall hear and decide any such complaint in accordance with the provisions of this Chapter.

- (2) In the case of a complaint under clause (a) of Sub-section (1)—
  - (i) whenever it is shown that a railway administration charges one trader or class of traders or the traders in any local area lower rates for the same or similar animals or goods, or lower rates for the same or similar services, than it charges to other traders or classes of traders, or to the traders in another local area, the burden of proving that such lower charge does not amount to an undue preference shall lie on the railway administration.
  - (ii) in deciding whether a lower charge does or does not amount to an undue preference, the Tribunal may, in addition to any other considerations affecting the case, take into consideration whether such lower charge is necessary in the interests of the public.
- (3) In the case of a complaint under clause (d) of sub-section (1), the Tribunal may fix a new station-to-station rate.
- (4) A complaint under this section may be made jointly against two or more railway administrations.

# Section 42—POWER TO ALTER RATES OR RE-CLASSIFY COMMODITIES.

- (1) The Tribunal alone shall have power to re-classify any commodity in a higher class but such power shall not be exercised except on the application of the Central Government.
  - (2) The Central Government alone shall have power—
    - (a) to increase or reduce the level of class rates, schedule rates and terminal and other charges;
    - (b) to classify any commodity which has not been classified before.
- (3) The Tribunal, as well as the Central Government shall have power to reclassify any commodity in a lower class.
- 295. According to Section 45 of the Act, the Tribunal has no jurisdiction "in respect of scales of charges levied by a railway administration for the carriage of passengers and their luggage, parcels, military traffic and traffic in railway materials and stores and demurrage charges, except on a reference made to the Tribunal by the Central Government."

296. In the replies to the questionnaires and in the oral evidence, there have been requests for a widening of the functions of the Railway opinion Rates Tribunal, on the analogy of the Interstate Commerce Commission in the U.S. A. and the Transport Tribunal in regard to jurisdiction of the Tribunal. England. There is no doubt some force in the argument that in view of the State ownership and management of railways, there should be an independent authority to exercise control over railway rates, particularly in the context of the policy of a mixed economy and the growing importance given to the Government sector of industry. But, the analogy of the U. S. A. and the U. K. practices apparently ignores the circumstances surrounding the transport conditions in those countries. Conditions in this country are very different and do not justify such detailed regulation of railways, which, moreover, are owned and worked by Government and are subjected to the glare of regular and detailed parliamentary scrutiny. Even in the U. S. A. and the U. K. new thinking in the matter of control over rates and fares harks back to giving greater liberty to railways to work as commercial undertakings on the principle of competition, but subject to regulatory

control of the maxima and minima rates and fares. We have given good deal of thought to this matter and we consider that it will not be in public interest to confer wide mandatory powers on the Railway Rates Tribunal in regard to the level of freight rates. It is unthinkable that Government's control over railway revenues, which form a sizable and important part of the total revenue, should be watered down and rendered ineffective by interference from an independent statutory body. In the context of rapidly increasing tempo and activity in every field, it will be a real impediment if Government's decisions about changes in freight rates are subject to approval of the Railway Rates Tribunal or are liable to be questioned by that body. Apart from this fact, there is also another and more fundamental point, viz., that the railways are being run directly by Government and hence the supreme authority of parliamentary control is, in a sense, infringed if budgetary proposals involving general increases in classification have to be approved by an outside authority.

- 297. Another reason is that even at present, the proceedings before the Railway Rates Tribunal tend to be dilatory and expensive and however much the procedural rules may be improved upon for expeditious decisions, important questions of policy regarding freight rates having extensive financial repercussions cannot be decided quickly by an independent outside authority having no administrative responsibility. It is one thing for the experienced business executive to decide on the right course of action and implement it and quite another to build up a case and convince an independent body about the correctness of the proposed measures through the procedure of public hearing. The resultant delays will be inescapable. This will be an impossible situation during a period of rapid growth.
- 298. When the Railway Rates Tribunal was created in 1948, we may have been guided by the practice in the U. K., but we have now to face a highly dynamic situation which will characterise the advance in India in the next several years and in this context, the urgent need for Government to have full freedom and flexibility in fixing freight rates to assist the high tempo of industrialisation is paramount.
- 299. Under these circumstances, we consider that in respect of the powers Conferred on the Tribunal under Section 41 of the Act, regarding jurisdiction, certain modifications are necessary. We would give the Tribunal mandatory powers of decision only where complaints are made that—
  - (a) a Railway Administration is contravening the provisions of Section 28 (prohibiting railways from giving any undue preference to anybody or causing any undue prejudice to anybody),
  - (b) a Railway Administration is charging for the movement of a commodity between specific points by goods trains a rate which is unreasonable and
  - (c) a Railway Administration is levying a charge (other than a rate) which is unreasonable.

Section 41 will have to be amended in the light of this recommendation and we have shown in the concluding paragraph of this chapter the suggested amendments.

300. By limiting the mandatory powers of the Tribunal to the complaints falling within the three categories mentioned above, the Tribunal has been deprived of its mandatory powers in respect of complaints falling under Section 41 (e) of the Act, viz., complaints that a Railway Administration has unreasonably placed a commodity in a higher class. We are, however, recommending that the Tribunal may be conferred certain advisory jurisdiction in regard to several matters and amongst them may be included matters in regard to which the Tribunal shall no longer have mandatory powers.

- 301. Section 42 of the Act deals with the power to alter the level of rates and to classify or reclassify commodities, and reads as follows:—
  - (1) The Tribunal alone shall have power to reclassify any commodity in a higher class but such power shall not be exercised except on the application of the Central Government.
  - (2) The Central Government alone shall have power—
    - (a) to increase or reduce the level of class rates, schedule rates and terminal and other charges;
    - (b) to classify any commodity which has not been classified before.
  - (3) The Tribunal, as well as the Central Government, shall have power to re-classify any commodity in a lower class.

302. We shall first take up the question of classification. The powers that were given to the Railway Rates Tribunal at its inception were in regarding Powers the context of the revised general classification of goods and classification. a completely new rates structure adopted in 1948. Presumably, it was the idea then that there should not be, at least for some good time, any large-scale changes in freight rates and that, if, occasionally, it was found necessary to revise the classification of a few commodities in the upward direction, the railways could afford to wait till these proposals had been investigated by the Tribunal after public hearing. Since 1948, however, conditions have changed very considerably and the value and importance of several commodities have undergone marked Several commodities are appearing in the market, which have not been classified hitherto, and as the country advances in its goal of industrialisation, there may be so great a shift in the importance of a number of commodities that consequent changes in the classification, either upwards or downwards, will become necessary. During this period of dynamic progress, therefore, it is essential that Government should retain to itself powers of classification, but at the same time, should provide sufficient safeguards to the public to ensure that when Government have taken a decision affecting particular interests, the people, through their representatives in Parliament, are kept fully in the picture and thereby pronounce a verdict on the decisions of the Executive. Hence, we are of the opinion that in matters of classification, the Tribunal should have no mandatory powers, but at the same time, it should have wider advisory jurisdiction in regard to the reclassification of a commodity, either upwards or downwards, or, of classification of a commodity not classified hitherto. there is a difference of opinion between Government and the Trade, this may be referred to the Tribunal for its advice. On a complaint received directly from parties concerned or on a reference from the Central Government, regarding classification or reclassification of any commodity, the Tribunal shall make a recommendation in the form of a report to the Central Government. Upon receipt of this report, the Central Government may take such action as they consider suitable in respect of any of the matters dealt with in the report. A copy of the report made to the Central Government, together with the report of the action taken thereon by the Central Government shall be laid on the table of the Parliament within three months of the submission of the report to the Central Government or, if the Parliament is then not in session, within seven days of its re-assembly.

Powers to reduce levels of rates and other charges to remain with Government.

Powers to reduce levels of rates and other charges to remain with Government.

Central Government of their authority in this regard and hence we are recommending that this clause may remain as at present.

- 304. We would suggest that Section 42 may be amended in the light of these Amendment to recommendations.

  Section 42.
- Advisory functions regarding Section 45 of the Act, the Central Government may refer to the Tribunal the question of scales of charges levied by a railway administration for the carriage of passenteral and stores and demurrage charges, we are of opinion that on such references also, the Tribunal's jurisdiction should be only advisory and a similar procedure should be adopted by the Tribunal in respect of such references as in matters of classification.
- 306. We have, in an earlier chapter, suggested that the discretion to quote station-to-station rates should be granted to the railway station-toadministrations, provided a limitation to the percentage Certain station rates to be referreduction made in such quotation is prescribed by the red to the Tribunal for Railway Board. We have further suggested that, if it is advice. found necessary to go beyond this percentage reduction, the matter should be referred to the Railway Board by the railway administrations and it is only the Railway Board that can decide such further reductions that can be made. In such cases, the Railway Board may reject the grant of further reduction, but in case they consider that further reductions beyond the limit that they themselves have prescribed may be made, we suggest that the advisory opinion of the Railway Rates Tribunal may be obtained by the Railway Board before they grant this further concession. In cases of extreme urgency, the Railway Board

may make temporary decisions and then refer the matter for the advisory opinion of the Railway Rates Tribunal. Necessary amendment to the Act may be made

to provide for this reference to the Tribunal.

- Concessional rates for export drive need not be referred to the Tribunal.

  Concessional Railways, may have to make to assist in the export drive. In case the committee decide that the railways should make certain concessions in freight rates to assist such export drive, we consider that, that decision should be given effect to by the railways without obtaining the advisory opinion of the Railways Rates Tribunal.
- Legal representation before the Tribunal.

  Legal representation before the Tribunal.

  Legal representation before the Tribunal.

  Manual advisory functions; mandatory functions, where the judgment of the Railway Rates Tribunal is binding on Government on matters relating to undue preference or unreasonableness of rates and other matters already detailed above; advisory functions relating to classification and other matters also detailed above. We consider that, in reference to advisory functions of the Railway Rates Tribunal, it is not necessary for the parties concerned to be represented by legal advisers and we recommend that the simpler procedure of hearing the party direct without allowing the legal representative on his behalf should be adopted by the Railway Rates Tribunal when it is functioning as an advisory body. This will facilitate prompt decision by the advisory body.

- 309. In this connection, our colleague Shri. Basu does not support this suggestion. He is of the opinion that when a case has to be formally investigated by the Railway Rates Tribunal through public hearing, several intricate and allied points have to be thrashed out on behalf of the parties concerned as also the interveners. For this purpose, the services of a lawyer cannot be wholly dispensed with and may be often of considerable assistance to the Railway Rates Tribunal. He further points out that when the Tribunal deals with a case formally, the procedure should be the same whether the case comes within its mandatory or advisory jurisdiction. He, however, considers that in either case, parties may be encouraged to argue their cases themselves without the assistance of lawyers.
- 310. In accordance with the amendments that we have suggested to Relevant amendments Sections 41 and 42 of the Act, we recommend that to the Act regarding Section 46-A may also be amended. jurisdiction.
- 311. Having dealt with the constitution and the jurisdiction of the Tribunal, Procedure before the we shall now take up the question of procedure.

  Tribunal.
- 312. In their replies to our questionnaire and during oral evidence, several Chambers of Commerce were sharply critical of the dilatory proceedings before the Tribunal, which, they complained, tended to be rigid and formal and more and more legalistic, similar to the proceedings in ordinary civil courts.
- 313. The procedure, as far as we have examined, does lead to a certain amount of delay. Perhaps, in its anxiety to give either Tightening up regardside the fullest opportunity to present its viewpoint and ing extensions of time. adequately defend it, the Tribunal has been very liberal in the matter of extension of time on several occasions. To a large extent, it will he difficult to be strict in this matter and such rigidity might not be satisfactory. The parties on either side in the dispute have not objected to an extension of time granted on many occasions in several complaints. Nevertheless, we are of the opinion that the procedure should be tightened up and parties should be fully prepared with their briefs and the evidence, etc., so that it should not be necessary, except in very rare circumstances, to prolong a case by extensions of time. Most complaints are first referred by the parties to the railways and thoroughly examined before they go to the Tribunal. There should not, in our opinion, be any reason for a railway administration to delay the progress of the case. Parties also should have had all the necessary information and evidence collected by the time they refer the matter to the Tribunal, so that no delay need be caused on their account.
- Recommendations an Informal Bureau of Informal and inexpensive investigation of grievances in regard to rates matters without going through the involved formal procedure. We have been greatly attracted in their Bureau of Informal Cases. Wherever possible and practicable,

and in order to reduce the expenses of procedure, the Interstate Commerce Commission permits filing of complaints on "informal docket." The Railway Board have also commended this procedure in the memorandum submitted to the Committee. In this memorandum the Railway Board observed:—

"The Interstate Commerce Commission of the U. S. A. have what are called 'informal dockets'. It would perhaps be as well if a similar system is adopted here. The basic principle is that the Tribunal, on receipt of an informal complaint, bring the parties together in its presence and see if the matter cannot be settled by the better understanding of each other's point that will result. If such a settlement cannot be reached, the case can then be transferred to the 'formal dockets'."

We consider that the Railway Rates Tribunal should open an informal bureau and thus provide a forum for informal and inexpensive scrutiny of complaints about rates and conditions without the assistance of lawyers. Even if such a review does not lead to any relief to the parties, they will at least have the satisfaction that their case has been re-examined by an independent body. Perhaps, it may be necessary to prescribe a small fee to deter frivolous complaints. This procedure might help to remove the dissatisfaction amongst a large body of businessmen that complaints about freight rates cannot be gone into satisfactorily by an independent authority, unless they are prepared to incur very heavy expenditure by enlisting expert legal assistance. This procedure of informal hearing will not eliminate the possibility of formal complaints, but in cases of a minor nature, which are in greater number than the really important ones, there will be a healthy and continuous, though indirect, check on the railway executive. We recommend that necessary provision be made in the Indian Railways Act, so that the Railway Rates Tribunal may be able to adopt an informal procedure in dealing with those cases where a formal hearing is unnecessary and may be dispensed with. In our opinion, therefore, the machinery that we have suggested for examining grievances of the kind mentioned, without going through an involved and an expensive procedure will, wherever attractive, be taken advantage of by the trade. We even foresee that the number of such cases that come to the Tribunal may be large and might well necessitate, after a short period of trial, the enlargement of the Tribunal so as to deal expeditiously with the volume of work that it might have to handle.

315. Sections 43 and 44 of the Act will have to be amended in the light Relevant amendments to the Act regarding procedure.

316. Sections 43 and 44 of the Act will have to be amended in the light of our recommendation to do away with the system of assessors and our recommendation to introduce an informal bureau.

316. The Railway Rates Tribunal has suggested that in cases where the Tribunal finds that a rate is unduly high or unduly prejudiRefund of over-charges. cial and decides that this should be replaced by the rate fixed by it, retrospective effect should be given to the decision so that the parties concerned can be awarded the refund of over-charge made by the railways from the date of over-charge or one year from the date of the filing of the complaint, whichever is the shorter period. Some witnesses have also pressed for the award of refund of over-charges. At present, there is no remedy for past injury. There are certain practical difficulties which would be encountered in giving effect to the suggestion of the Tribunal. The time-limit that the Tribunal has suggested is to overcome the difficulties of assessing the position of very old bookings. There is a more fundamental question which

any one who decides to give the award will face, i.e., to whom the benefit of such award should go. The party concerned may have passed on the additional burden to various interests. These are questions which have to be considered carefully before any effect can be given to the suggestion of the Tribunal. While we are attracted by the idea of refund in genuine cases of over-charges, we suggest that this question may be considered in greater detail by Government.

317. Sections 41, 42 and 46-A of the Indian Railways Act, as amended Draft amendments to the Act regarding Sections 41, 42 and 46-A.

# SECTION 41.—COMPLAINTS AGAINST RAILWAY ADMINISTRATION

- (1) Any complaint that a railway administration
  - (a) is contravening the provisions of Section 28, or
  - (b) is charging for the movement of a commodity between specific points by goods train a rate which is unreasonable, and
  - (c) is levying a charge (other than a rate) which is unreasonable, may be made to the Tribunal and the Tribunal shall hear and decide any such complaint in accordance with the provisions of this Chapter.
- (2) as existing
- (3) In the case of a complaint under clauses (b) and (c) of sub-section (1), the Tribunal may fix a reasonable rate or charge.
- (4) as existing

# SECTION 42.—POWER TO ALTER RATES OR RECLASSIFY COMMODITIES

- (1) The Central Government alone shall have power—
  - (a) to classify or reclassify any commodity

### and

- (b) to increase or reduce the level of rates and other charges.
- (2) The Tribunal may, after due inquiry, either on a reference from the Central Government or on a complaint received directly by the Tribunal regarding classification or reclassification of any commodity or on a reference made to it by Government in accordance with Section 45 below, make a recommendation in the form of a report to the Central Government.
  - Upon receipt of this report, made to them by the Tribunal, the Central Government may take such action as they consider suitable in respect of any of the matters dealt with in the report.
  - A copy of the report made to the Central Government, together with the report of the action taken thereon by the Central Government, shall be laid on the table of the Parliament within three months of the submission of the report to the Central Government, or, if the Parliament is then not in session, within seven days of its re-assembly.
- (3) Delete.

# Section 46-A.—DECISION OF THE TRIBUNAL

The decision of the Tribunal in regard to matters falling under Section 41 shall be by a majority of members sitting and shall be final. In matters pertaining to Sections 42 and 45, the Tribunal shall make recommendations to the Central Government. These recommendations shall be by a majority of members sitting and shall be advisory.

Proviso: Delete.

- A. RAMASWAMI MUDALIAR, Chairman.
- T. N. SINGH, Member.
- D. K. BOROOAH, Member.
- \* I. S. PURI, Member.
- \* V. P. BHANDARKAR, Member.
  - A. K. BASU, Member.

\* Subject to a note.

G. S. A. SALDANHA, Secretary.

> Calcutta, 14th April, 1957.



# COMMITTEE'S COMMENTS ON THE MINORITY NOTE

We have carefully considered the notes of two of our colleagues. The points raised in these notes have been fully and thoroughly discussed in the Committee, and it is unnecessary on our part to comment on these notes in any detail.

- 2. We have deliberately designated the body, which will examine certain aspects of railway rates, as a "Tribunal" and not as a "Commission", as we have given this body certain functions of a judicial nature in regard to which its decision will be final and mandatory. We have also come to the conclusion that not only matters referred to in Section 28 of the Indian Railways Act, viz., undue preference, but also the question of reasonableness of rates should be decided upon by the Railway Rates Tribunal and its decision should be binding on Government. Even as the question of undue preference involves considerations which are as much legal as factual, so does the question of reasonableness.
- 3. The minority note suggests that practically all aspects of Railway administration in regard to classification of goods or granting of concession rates should be referred to the Railway Rates Tribunal, or as the note styles it, Railway Rates Commission, for advice, before Government act in these matters. This question was examined threadbare by the Committee during its deliberations and it came to the conclusion that the suggestion could not be accepted. Regarding classification, we are of the view that Government, subject to Parliamentary control, should be the authority for deciding the classification of commodities generally. In our Report, we have stated that in the case of any particular commodity, classified in a higher class than is warranted according to trade opinion, Government may, in case of serious difference of opinion on the subject, refer it to the advice of the Railway Rates Tribunal. We do not think it is desirable to go further, if the essential powers of Government in this matter and their judgment are not to be unduly restricted.
- 4. There are various other matters, like station-to-station rates, concessions to industries in the public sector, etc., which the minority note desires to be referred to the Railway Rates Tribunal for advisory opinion. In our scheme, we have suggested that the advisory opinion, with Government's recommendations thereon, should be placed before Parliament for its decision. We have thus given to the Railway Rates Tribunal, in the matter of its advisory functions, a status analogous to that which the Tariff Commission enjoys. Obviously, too wide a jurisdiction would mi itate against the Committee's basic concept of the scope, jurisdiction and constitution of the Railway Rates Tribunal. We are also of the view that such wide powers would make for dilatoriness in administration and cut at the root of the administrations.
- 5. We may also refer to the suggestion in the minority note that studies should be made of the effects of changes recommended in the freight rate structure and that, for this purpose, the question of revising and amplifying railway's statistics should also be undertaken. Further, the minority note suggests that these studies 'can most profitably be entrusted to the Railway Rates Commission.' We are unable to agree to this suggestion and we are of the opinion that such studies and examinations should appropriately be the functions of the executive and should be carried out by the Railway Board and by individual Railway administrations. An outside body undertaking these studies must rely on the factual information supplied by the Railway administrations or the Railway Board. Such a procedure would only hamper the administration and not further the object in view.

- 6. We are surprised that our colleagues having accepted the interim recommendation about the immediate appointment of an Anomalies Committee, have now suggested that this matter should be referred to the "Railway Rates Commission". The intention of the Committee was and is that as the removal of the anomalies complained of is part and parcel of the work of the Railway Freight Structure Enquiry Committee and as it could not be done by the full Committee, without unduly delaying its Report, the matter should be considered even while the Committee was in session by a separate small body. We do not visualise a re-examination of the classification which we have recommended at least during the next few years. A continuous re-examination of the classification or of anomalies is, therefore, not contemplated by us. Government have accepted in principle the proposal to appoint the Anomalies Committee.
- 7. The minority note suggests certain changes in the charges to be levicd for live-stock, motor cars, cranes, wharfage and demurrage, bulky consignments and special wagons. These are such minor matters that, we feel, they can be left to the judgment of the administrative body, the Railway Board.
- 8. The fixation of freight rates on the basis of inflated mileage for hill railways has been long in existence and we have received no complaints except from one Government—the Himachal Pradesh Government. We do not think that the system is unjustified. In any case, we do not consider that this is the opportune time to revise the practice which has been so long in existence.
- 9. The minority note takes exception to the Committee's observation regarding regrouping of railways in the chapter on Efficiency. They point out that neither the Railway Board, nor individual Railway administrations, were examined on the subject of Regrouping. It is obvious that where the existing policy of Government is concerned, it would have been inappropriate for the Committee to invite comments from individual Railway administrations or from the Railway Board. In considering the question of efficiency of Railway administrations from various points of view, the Committee came to the concluion that the question of efficiency of the Railways cannot be divorced from the size of the administrative zones that have been created.

# A JOINT NOTE BY SHRI. I. S. PURI AND SHRI. V. P. BHANDARKAR

This note deals with a few important matters on which our views are somewhat different from those set out in the Report. It also deals with a few others as either they have been left out of the Report or our viewpoint in regard to them needs to be set out more fully.

# Railway Rates Tribunal

- 2. The idea of a Railway Rates Tribunal was imported from the United Kingdom, although the conditions in India were very different. Whatever justification there may have been for a Tribunal of this kind when most of the railways were managed by private companies whose relations with the Government of India were regulated by contractual provisions, there is no such justification after their complete nationalisation.
- 3. According to the statement of objects and reasons of the Bill introduced in 1948 for the establishment of the Railway Rates Tribunal, it was intended to be "an inexpensive forum" for considering public complaints and for their expeditious disposal. It has proved to be neither inexpensive nor expeditious. On the other hand, considering the number of cases, (16 complaints from the public and 4 applications from the Railway Board over a period of 7 years) it has had to deal with, it has turned out to be an expensive luxury.
- 4. All questions which come up for consideration in regard to railway freight charges involve reactions on the solvency of railways, and on national economy, trade, industry and agriculture; and have to be decided in the light of facts and business practice. They are not questions of law requiring to be dealt with in accordance with the provisions of the Civil Procedure Code and the Indian Evidence Act. But the Members of the Tribunal, instead of being persons possessing administrative, business and commercial experience, are all judges or lawyers. The Tribunal is in fact a civil court and all hearings before it assume a legal character. We consider that a judge as such should have no place on a body like this.
- 5. We consider that all railways having been integrated into one national undertaking, administered directly by Government under the overall control of Parliament, there is little or no possibility of discriminatory or unreasonable rates and if any such rates are ever quoted, redress should be possible more quickly and effectively through Parliament than through a Tribunal which functions as a civil court. However, in view of the expansion that is expected to take place in the public sector of industry, private industrialists are apprehensive that government-owned concerns might use their special position to obtain rates which, even though not of a discriminatory character, may favour the public sector. There should not only be effective safeguards against such a contingency but the safeguards should be such as will command public confidence.
- 6. We consider that the dynamic planning of industry and agriculture now in hand, in which Government is going to play an increasingly active role, is bound to give rise to important problems of railway rating, which must attract increasing attention of both Parliament and Government. We consider, therefore, that both should have available to them the advice of a permanent body at a very high level. Such a body should be so constituted that it would inspire confidence both in Government and in the public as regards its knowledge, competence and detachment of outlook, impartiality and independence. There should be no suspicion of its be ng amenable to pressure either from business or from political quarters.

- 7. In order to emphasise the fact that such a body is to approach the problems. which it may be called upon to deal with, not in a legalistic way but in the light of their implications for the economy of the country, we recommend that it should not be called a Tribunal, but a Commission and we suggest the name Railway Rates Commission. While its jurisdiction should be as wide as possible, its role should be advisory, except in regard to matters falling under Section 28 of the Indian Railways Act, in regard to which its findings should be mandatory. Government should be free to seek its advice on any rating problem and, in particular, should do so on such matters as reasonableness of rates and other charges, suitability of classification, conditions regarding packing and minimum weight, and such station-to-station rates as may involve concessions in excess of the limits of sanction of individual railway administrations. The public should be free to make a complaint direct to the Commission on any such matters. In particular, we recommend that no concession be given to an industry in the public sector, without first obtaining the views of the Commission, so that Government may be in possession of independent opinion as regards the possible effects of such a concession on private industry. This is necessary, in order to inspire confidence in the public mind that in the matter of freight rates, the industries in the public sector will not, merely because of their special position, have any advantage over those in the private sector.
- 8. The Commission's advice should not be necessary on any question affecting the general level of freight rates or on a matter which has been decided for purely budgetary reasons or on any other cases, the urgency of which may justify Government taking a decision without such advice. All reports of the Commission with Government decision thereon should be placed on the table of Parliament within a specified period. Similarly, if the advice of the Commission is dispensed with in any case, which would normally be referred to the Commission, a report should be made to Parliament.
- 9. The Commission should consist of not less than 3 Members, who should be appointed by the Railway Minister purely on considerations of suitability and not because they are connected with any particular profession whether law, trade and commerce, finance or railways. All that is necessary is that on account of their position in their respective spheres, they are able collectively to bring to bear on matters coming up for their consideration all the knowledge, experience and detachment necessary. There should be no age restriction for such appointments which should be made for a specific term, say 5 years, but no member should be given an extension or be re-appointed for another term. A member after leaving the Commission should not be eligible for employment under Government or a corporation managing an industry in the public sector, nor should he be allowed to take, up employment in the private sector of industry without the specific approval of Government. A railway officer in service should not be ineligible for appointment to the Commission but in order to ensure that there is no question from any quarter about his independence, such an officer should continue to serve on the Commission till he retires from service, even if this gives him more than a five years' term.
- 10. It will be seen that as regards classification, we visualise a review which should be in progress more or less continuously. The Report also states that there are a number of complaints regarding anomalies in classification, which we have not been able to examine (we have examined complaints only in regard to 72 commodities out of 300) and that there is the possibility of ourselves having created some anomalies as a result of changes we have recommended in the classification of about 72 commodities, although in respect of them we have received no complaints from trade. We had made an interim recommendation for the appointment of an Anomalies Committee. We now consider that there should be a continuity in the treatment of

all questions of classification arising out of anomalies alleged to exist at present or anomalies which may be complained of later. We consider that such continuity can be best secured by entrusting the examination of anomalies referred to in the Report not to a separate ad hoc Committee but to the Railway Rates Commission. We have already given an indication of the number of complaints which the Railway Rates Tribunal received in the course of 7 years against discrimination or unreasonableness of rates, and we are, therefore, satisfied that the Railway Rates Commission should have no difficulty in dealing with this question of anomalies. In fact, that may be the only way to provide them with sufficient work for the first year or two.

# Live-Stock

- 11. Our colleagues have stated that live-stock should not be included in the list of commodities to be treated as exceptions to the general rule that all traffic should be carried at railway risk only. We do not share this view. Live-stock are accepted for transport by rail only if accompanied by attendants deputed by the consignors for looking after the animals en route. We do not know what the position of these attendants is in law, but from a common sense point of view we consider that this should be a compelling reason for ordinary rates for live-stock being applicable at owner's risk, and not at railway risk as defined in Section 72 of the Indian Railways Act or at earrier's risk if the provisions of Section 72 are amended as recommended by us. It is true that there is, at present, a railway risk rate for live-stock, subject to the same conditions regarding attendants as are applicable to the owner's risk rate. But it is well known that the question of railways' liability under the railway risk for live-stock in charge of the consignor or his agents does not actually arise, the railway risk rate being in practice never availed of and, therefore, being only a legal fiction.
- 12. Again, the rates proposed by our colleagues for the carriage of live-stock at railway risk are too low. At those rates, even without the 6½ per cent. surcharge railways will be recovering less than under the existing rates for all live-stock moving for distances of 320 miles and beyond. We see no justification for this. Our recommendation, therefore, is that the rates suggested in paragraph 217 of the Report should apply at owner's risk and the railway risk rates should be 20 per cent. higher, as at present.
- 13. We also consider that the rates proposed in the Report for elephants, elephant calves and camels are too low. Further, we consider that these animals should be treated in the same way as live-stock referred to above, that is to say, there should be a specific rate per mile for a four-wheeled wagon and not separate rates for the first animal and subsequent animals. The rate we propose per mile per four-wheeled wagon, whether B. G. or M. G., are:

		Per mile per 4-wheeled wagon
		Rs. A. P.
	1 25 miles	2 8 0
+	26 — 75 ,.	1 14 0
**	76 - 150 ,	1 9 0
<del></del>	151 — 300 ,,	1 6 0
- ;	301 — 500 ,,	1 5 0
<b>L</b>	501 — 800 ,	1 4 0
÷	801 —1,200 ,,	1 3 0
+	1,201 and beyond	1 2 0

In keeping with the general policy, we have recommended there will be a ceiling fixed at the freight for 1,500 miles.

# Motor Cars

14. We should like to add the following supplementary remarks to what has been stated in paragraph 220 of the Report on the subject of motor cars:—

We consider the present rates for motor cars and motor tractors are low when the attended weight condition is taken into consideration. When a motor car moves beyond 800 miles, it is carried at a rate which works out to 7 annas 7 pies per wagon-mile, while for a motor tractor it works out to five annas a mile. Both are definitely below the cost of haulage. We also consider that on the value of scryice principle, there is no justification for the same charge for all types of motor vehicles. There are motor cars, which are used by comparatively junior executives in business houses and Government Offices for essential movements and bought at their own There are also luxurious cars costing 3 to 4 times as much and even more. which are patronised by rich men or by directors or senior executives of big business houses at the cost of the latter. We, therefore, recommend that, for the purpose of railway freight rates, motor cars be divided into two categories: those below 15 h.p. and those of 15 h. p. and above. We would prefer to have a separate telescope for motor cars as in the case of live-stock and coal, but if it is considered simpler to keep the revised rates within the ambit of the percentage rate scheme we would suggest that all motor cars be charged at 140 per cent rate for 120 maunds if the vehicle is below 15 h. p. and for 180 maunds if it is 15 h. p. and above. Connected with this is the question of weight for charge for other motor vehicles, tractors and boats, etc. This subject has been dealt with in para 106 of the Report and the weights for charge which we have suggested for each case are given in Annexure VII.

# Crane Charges

- 15. Paragraph 223 of the Report while stating the case at length against an all-inclusive uniform charge for the use of cranes, also just mentions the view held by us that there should be an all-inclusive charge, but without stating why it should be so. We, therefore, state our view more fully here. One of the most important changes we have suggested in the freight rate structure is that there should be a standard all-inclusive freight rate, which should cover all special services, which are at present charged for separately, viz., terminal charges, transhipment charges, ghat and ferry We, therefore, consider that it will be in the fitness of things if, similarly, crane charges are also levied at an all-inclusive standard rate. We consider that while the railways should make a separate charge whenever loading and unloading is done with the help of a crane, such charges should be standardised and be inclusive of charges incurred in their operation and movement from place to place. The crane charge should be merely an all-inclusive rate per ton of goods handled, irrespective of whether in providing the service the railway has to bring the crane from a near or distant place. It should also have no relation to the capacity of the crane used.
- 16. When tendering the forwarding note, the consignor should sign an additional note which would constitute a separate agreement for the supply of the services of a crane. Remarks that this additional note has been executed should be made both on the railway receipt and the invoice. The destination station would then be responsible for making necessary arrangements for obtaining the crane from wherever it is most convenient. No haulage charge should be levied for obtaining the crane, nor any demurrage charges for the wagon remaining under load through delay in the arrival of the crane.

# Wharfage and Demurrage Charges

17. A question has been raised about the connection between the rates for wharfage charges and the extent and nature of storage capacity at railway stations. Wharfage and demurrage charges at railway stations are essentially penal charges and are not ground rent or rent for warehousing, and, therefore, should not, in our view, be related to the extent and character of the warehousing facilities provided. Moreover, it is now the declared policy of Government to provide warehousing facilities by charge to general revenues.

# Minimum weight for the supply of a wagon

18. There is an operating rule that if a consignor offers a load of 240 maunds or over he can have the use of a full wagon. Even if the consignment does not weigh 240 maunds but the consignor is prepared to pay at the appropriate class rate for 240 maunds he can have the use of a whole wagon from start to destination. In the new freight structure proposed by us there will be a wagon-load condition attached out of place and should be cancelled. A wagon should be given only when a wagon-load rate is admissible and a wagon-load rate should be admissible only when the wagon-load condition laid down has been complied with.

# **Bulky Consignments**

19. There is also a rule that bulky consignments should be charged only as for 1.20 maunds. We consider that if a bulky consignment occupies the entire wagon, it should be charged for at the appropriate wagon-load rate for that class of goods for the full load prescribed for the admissibility of that rate and the present practice of charging at the 'smalls' rate for the actual quantity, or for 120 maunds whichever is more, should cease.

# Special Wagons

20. There are a number of wagons like well-wagons and crocodile wagons which have been constructed to meet the needs of certain special types of traffic. Such traffic, however, is infrequent and, therefore, the railways cannot get any return on the capital sunk in providing such specialised conveniences. The charge for the use of such wagons is worked out on the basis of the rule for bulky consignments, i.e., for 120 maunds per four-wheeler. This would be unremunerative even for ordinary wagons. For these special wagons, it would be more so, considering the capital cost involved, other special expenditure incurred in hauling the mand the infrequency of the specialised traffic for which they are intended. We recommend that the Railway Board should examine the question and prescribe suitable rates for each special type of wagon.

# Inflated mileages on certain Hill Sections

21. The method of inflating the distance for the purpose of charge was extensively resorted to by old railway companies in India in order to reduce losses due to high cost of operation over certain sections. The regional cost of service as a principle in rate making was abandoned in the revision of railway freight structure in 1948. Some time later, inflated mileages were also abolished wherever they existed, with about half-a-dozen exceptions. The more important of these sections, which have continued to be deprived of the benefits of a standard system of uniform rating charges based on actual mileage are Kalka-Simla, Pathankot-Jogindranagar, Hardwar-Dehra Dun ard Nilgiri Hill railways. The most important regions to benefit by the change are Assam and North Bengal for which the quantum of such benefit is estimated to be about a crore of rupees.

- 22. We consider that in the context of the present standardised freight rates, irrespective of regional costs of transport, inflated mileages are an anachronism. The fact that these sections can never make a profit is immaterial. There are whole railway systems, e.g., North Eastern Railway, which have been running at a loss and will continue to do so. The annual loss on the N. E. Railway runs into several crores, while the additional loss which will be incurred if inflated mileages are abolished on these sections both for goods and coaching traffic will be only about thirty lakhs; possibly much less if allowance is made for the additional earnings from traffic which will inevitably be diverted from road by reduced railway rates.
- 23. There are other considerations also in favour of such abolition. All the hill regions served by these railways are economically backward and Government have special plans for their development. Most of the people are in low income groups. Their main exports which consist of agricultural and forest products have to move considerable distances for marketing while their imports, which intimately touch the standard of living of the people, have to be obtained from long distances. These regions, therefore, deserve at least as sympathetic a treatment as, for example, Assam and North Bengal. We recommend that inflated mileages, which are a relic of an out-dated system, should be abolished.

# Claims

24. We understand the legal position regarding the railways' power to decide the route by which goods should at any time move is in doubt. We recommend that the law should give railways power to move goods by any route they choose to meet the exigencies which may arise from time to time.

### Station-to-station Rates

- 25. We should like to make some supplementary observations to what our colleagues have said in Chapter VII on the station-to-station rates. All station-tostation rates involve some sort of preference or discrimination. It is only when such discrimination is undue that it becomes indefensible. When railways were under company management, concessional station-to-station rates were quoted not merely because the traffic could not bear the normal scale of charges but for other reasons also. It has been pointed out in the Report of Sir Thomas Holland's Industrial Commission, 1916, that concessional rates were quoted for purely competitive reasons to divert as much traffic from another railway system or another port as possible and not because the interests of the country required them. Moreover, influential parties were able to secure concessional rates on the ostensible ground that largescale regular movement should in view of the economies accruing to the railways from such movement, receive special consideration. As a result of standardisation of charges, irrespective of the cost to the railway in moving the traffic, the argument for a concession on the ground of economies resulting from large-scale movement loses most of its force. If, say, the Eastern Railway with its lower cost of transport is required to charge the same class rate as the N. E. Railway which incurs a large annual deficit, it is hardly logical for a few parties served by the Eastern Railway to claim the benefit of economies which the railway may be effecting from traffic being offered in large bulk at regular intervals between specified points.
- 26. While we agree with our colleagues that station-to-station rates should be sanctioned only for a limited period, whether by the Railway Board or the individual railway Administrations under the powers delegated to them, we also consider that the existing station-to-station rates should be reviewed and, where the justification for their continuance no longer exists, abolished. We have particularly in mind

the station-to-station rates for gypsum to Sindri, for limestone and other raw materials to cement factories and steel works, for iron and steel products, for traffic to paper and sugar mills and all station-to-station rates quoted in competition with coastal shipping. These industries have firmly established themselves and many of them are making substantial profits, some of which are looked upon by many as excessive in present-day India. So far as rates quoted in competition with coastal shipping are concerned, we consider that no such competition should be encouraged. Railways can afford to pass on some of their traffic to coastal shipping.

# Statistics

- 27. We feel that the chapter on Statistics does not do justice to the achievement of Indian railways in this field. We say this inspite of the fact that some of the statistics published by Indian railways are inadequate and obsolete and even mislead-The methods of preparation of statistics on Indian railways have been mechanised and are highly developed. On the cards on which details of information regarding traffic are punched, sufficient information is, or can be made, available. All kinds of information can thus be worked out with little additional expense. Sampling methods said to have been adopted by the Interstate Commerce Commission are, therefore, hardly worthwhile in India. We have examined only cursorily some of the cost studies reported to have been made for the Interstate Commerce Commission. These studies were ad hoc and for certain specific purposes. The principles underlying the freight rate structure in India are entirely different from those in America and we consider that some at least of those cost studies are unnecessary in this country, e.g., the difference in transport costs in different territories. We also consider that it is impossible to work out the cost of transport for a specific commodity or for a specific territorial movement and any cost studies directed towards this objective are bound to be infructuous.
- 28. We, therefore, are of the opinion that while it is very desirable to conduct cost studies and to make better use of the voluminous statistics published by Indian railways, the selection of the subjects for such research and its method should be determined with due regard to the rating practice adopted in this country. principles underlying the freight rate structure we have recommended are very different from those adopted by railways in Canada and the United States. For instance, we have aimed at a progressive lightening of the burden on long distance traffic and have, therefore, provided very low rates for the last few legs of the telescope and have also recommended a ceiling on freight under which no additional charge will be made after a consignment has completed a journey of 1,500 miles, but in Canada, there is a flat mileage rate from 200 to 2,000 miles and another flat rate from 2,000 to 3,300 miles. In the United States of America, there is one flat mileage rate from 800 to 3,000 miles. In neither country, is there any ceiling on freight charges which go on steadily increasing even upto 3,000 miles and over. None of the cost studies made on behalf of the Interstate Commerce Commission, which we have seen, have examined the question of the need or otherwise of such a ceiling.
- 29. We would strongly advocate that studies be taken up into the effects of the changes we have recommended in the freight rate structure and the question of revising and amplifying railway statistics for this purpose be taken up without delay. There are no statistics which could help us in estimating the effect, on the volume and range of movement of different classes of traffic, of the telescopic scales introduced in 1948, nor could we elicit any information on this subject from the memoranda we received or the witnesses we examined. In the absence of relevant information, we are also not in a position to say, with any reasonable measure of confidence what effects the far-reaching changes which we have now recommended will have on trade

and industry generally or on any particular class of traffic. There is, therefore, great need and scope for the studies we have recommended. In our proposals we have aimed at a progressive lightening of burden on long distance traffic. According to the generally accepted view, cheap long distance freight charges make for centralisation and are a help to established industries against new industries. The declared policy of Government, however, is regionalisation. Therefore, the effect of the freight structure we have recommended has to be carefully watched to see whether it helps or hinders regionalisation. We consider that the studies we have recommended can most profitably be entrusted to the Railway Rates Commission which we have recommended.

# Regrouping

30. In paragraph 243 of the Report, our colleagues have stated that the time has come to consider the question of splitting up the railways into smaller zones, as conducive to better control and operating efficiency. In their opinion, the existing large zones will prove a severe handicap and will most seriously affect the efficiency of performance on railways. The present regrouping of railways dates back to 1952-53 and the usual operating statistics like wagon miles per wagon day, net ton miles per wagon day, engine miles per engine day and so on for the 4 years, 1952-53 to 1955-56, show a steady and commendable improvement. Some of the figures are the highest so far obtained. According to figures available, in the matter of efficiency, Indian railways stand high among the railways of the world. On the question whether this improvement can and will be maintained if the size of individual railways remains as at present and whether they will be able to meet the high tempo of traffic during the 2nd and 3rd Five-Year Plan periods, we have called for no evidence either from the Railway Board or individual railway officers or from any other informed quarter. As a matter of fact, when our questionnaires were framed, we made no reference to this subject as it was not within our terms of reference.

सत्यमेव जयते

I. S. PURI.

V. P. BHANDARKAR.

# SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

We give below the summary of our principal conclusions and recommendations which are contained in the earlier chapters of our Report.

# CHAPTER II

# A brief survey of the history of rail freight rates in India

In this chapter we have briefly surveyed railway development and industrial growth since the early beginning of railways and the evolution of the railway freight structure vis-a-vis its development. We have referred to the early events which culminated in the historic resolution of 1887, when, for the first time, Government enunciated the principles to regulate the fixing of rates. We have dealt, in somewhat greater detail, with the changes in the freight structure introduced in 1922, the further refinements effected in 1936 and the major steps towards ultimate standardisation and rationalisation effected by the revised freight structure which was introduced in 1948.

We have recounted the recommendation made on railway rates matters, in reports of various committees, from time to time, and have briefly indicated the impact of the freight structure on the growth of industry and agriculture during the last hundred years.

# CHAPTER III

# The general pattern of the revised rates structure and its impact on public opinion

In this chapter we have dealt with the circumstances that led to the introduction of the telescopic freight structure in 1948. We have also given an indication of the principal features of the freight structure and have pin-pointed the criticisms that have been advanced against some of them, particularly those concerning the structure of the class rates and wagon-load scales, the legs of the telescope, ancillary charges like terminal, short-distance and transhipment charges and the rigidity in the railway freight policy that has been associated with the new freight structure.

# CHAPTER IV

# Basis for a new freight rate structure

1. We consider a radical revision of the pattern of the legs of the freight structure necessary. We state why a different pattern need be adopted. We recommend adoption of the following pattern of legs for traffic both in "smalls" and in wagonloads:—

1 — 25 miles 26 — 75 ,, 76 — 150 ,, 151 — 300 .. 301 — 500 ,, 501 — 800 ,, 801 — 1,200 ,,

1,201 miles and beyond.

10. To meet the criticism made by some Chambers that the wagon-load conditions may prove to be too high for certain commodities for wagon-load movements to and from small centres, some of us recommend the policy of adopting intermediate wagon-load weights with corresponding higher rates.

(Para 108)

11. We recommend that loading and unloading in respect of wagon-loads should be done by consignors and consignees.

(Para 109)

12. We recommend that the wagon-load conditions of the forwarding railway should apply through to destination, irrespective of break-of-gauge, both in the case of general merchandise and livestock.

(Paras 110 & 111)

13. We recommend that the terminal charges as such should be abolished, but that this fact should be taken into consideration in evolving the revised freight structure.

(Paras 112-115)

14. We recommend that the additional short-distance charge is not justified and that it may be abolished.

(Para 116)

15. We recommend the discontinuance of a separate levy of transhipment charges and of ghat charges.

(Paras 117 & 118)

16. We recommend that the minimum distance for charge should be raised to 25 miles and should apply only once (in bookings) whether the movement is over one or more railways.

(Para 119)

17. We recommend that the minimum weight for acceptance per package by goods train should be 20 seers and the charge should be based on 20 seers.

(Para 120)

18. We recommend that the overall minimum charge of Rs. 1-12-0 per ton for wagon-load consignments should be abolished.

(Para 121)

19. Shri. Puri and Shri. Bhandarkar recommend that the minimum charge of Re. 1/- per consignment should be discontinued.

(Para 122)

20. We consider that neither maxima nor minima rates should be prescribed in the new freight structure.

(Para 123)

2. We recommend a regular and progressive increase through a percentage system of rates from the lowest class to the highest class to form an integrated scale of rates covering both class rates and wagon-load scales. For this purpose, we recommend a norm or a standard rate, to be called the Class 100 rate. We have taken the present class 9 as the most convenient norm and all other classes above and below class 9 and also the wagon-load scales have been expressed as percentages of the new Class 100. We have shown what percentage each class will represent.

(Paras 88-90)

3. We recommend that, for all commodities, there should be a wagon-load classification and a "smalls" classification.

(Paras 91-94)

4. We also recommend for a few commodities, for which separate "smalls" and wagon-load rates will have no special significance, that the rate will apply on an "AQ" (any quantity) basis.

(Para 95)

5. We recommend that there should be a relativity between the rates for wagon-loads and "smalls" and we have allowed an increase in the rates for "smalls" as compared with wagon-loads to the extent of some 15 to 36 per cent and on this basis we have shown the pattern of the classification for wagon-loads and "smalls".

(Paras 96 & 97)

6. We recommend that the revised classification may be fixed for individual commodities for which at present there is no wagon-load classification, in the following manner. Where the commodity is reported to move largely in wagon-loads, the percentage class rate corresponding to the existing rate will apply for movement in wagon-loads and the corresponding higher percentage class rate for "smalls". Where the commodity is reported to move largely as "smalls", the percentage class rate corresponding to the existing rate will apply for movement in "smalls" and a lower percentage class rate for wagon-loads corresponding to the percentage class rate for "smalls."

(Para 98)

7. We have referred to the number of classes that exist at present and we recommend what should be the revised number.

(Para 99)

8. We have dealt with the subject of minimum weight conditions. We are of opinion that the existing wagon-load conditions are on the low side and we recommend that the wagon-load conditions should be examined afresh. We have forwarded two recommendations on this subject; one from Shri. A. K. Basu with a schedule of minimum weight conditions for wagon-loads for all commodities, and the other from Shri. Puri and Shri. Bhandarkar for commodities for which, in their opinion, an upward revision is necessary.

(Paras 100-105 & 107)

9. Shri. Puri and Shri. Bhandarkar also recommend that for certain articles, for which the classification is subject to a minimum weight per consignment unrelated to the carrying capacity of the wagon, the minimum weights should be raised; also, for explosives, the rule that the minimum charge per consignment is for 54 maunds should be revised and the minimum charge should be for 62 maunds.

(Para 106)

# CHAPTER V

# The scale of rates, the impact of the Second Five-Year Plan on its evolution—the need to keep the financial stability of railways in view whilst evolving the same

21. We consider that a uniform surcharge on freight rates is not a satisfactory method of raising revenue and we recommend that, if additional revenue is required, it should be acquired by a suitable revision of the scale and taper of telescopic rates.

(Paras 124-126)

22. We have examined the financial position of railways during the Second Plan period. We have considered the public views on the financial aspect of railway working.

We have examined the railways' earnings and expenditure during the Plan period and have reviewed particularly the appropriation to the Depreciation Fund, and we recommend an increase in the appropriation.

(Paras 127-146)

23. We have taken into consideration the adjustments in the expenditure due to increase in coal price and due to rise in costs on account of the inflationary trends and from these several considerations, we conclude that the gap between revenue and expenditure during the Plan period will be over Rs. 300 crores.

Hence, we recommend that, if the twin objectives, viz., that the railways play the part they are expected to during the Second Plan period by carrying additional traffic that will be forthcoming, and secondly, that the financial stability of railways is ensured, have to be achieved, it is essential that the existing scale of rates be revised in an upward direction.

(Paras 147-149)

24. We have mentioned the several factors on which a revised scale of rates may be constructed and we recommend the following scale which we consider would be an equitable one and, to a large extent, would meet our requirements:—

,		0		,	 		
	1		25	miles	 3.60 pies j	per maund per n	nile.
. ] .	26		75	,,	 1.40	do.	
·ļ	76		150	,,	 1.20	do.	
ŀ	151		300	,,	 1.05	do.	
-[.	301		500	••	 0.85	do.	
+	501		800	••	 0.70	do,	
	801		1,200	31	 0.60	do.	
	distar	ices t	evond		0.50	do	

We have shown in a graph the class 100 rate and other percentage class rates as would appear in our recommendation.

(Paras 150–153)

25. We recommend that the rates should be introduced on a block mileage basis with blocks of 5 miles upto 500 miles and 10 miles beyond, and we have attached a graph showing the proposed class 100 rate under the block mileage system.

(Paras 154 & 155)

## CHAPTER VI

# Goods Classification

26. We have briefly dealt with the principle governing the classification of goods and the relationship in the classification of 'smalls' and wagon-loads.

(Paras 156-163)

27. We have indicated the consideration that influenced our recommendation to adopt 13 to 27 per cent reduction in rates for wagon-loads as compared to 'smalls'.

(Para 163)

28. We recommend that practically for all commodities, rates should be quoted only at railway risk. Whilst this is our general recommendation, we recognise that there are a few commodities which may continue to be carried at owner's risk, but in regard to which railway risk rates may also be quoted. We recommend that the owner's risk rates for these commodities should be at a level one class below the corresponding percentage class rate and we have listed these commodities.

(Para 164)

29. We have dealt with the anomalies in the classification, which have been complained of by the public.

We have referred to our interim recommendation for the setting up of a Classification Anomalies Committee to deal with those anomalies which we have not been able to examine or any fresh anomalies that might arise as a result of our recommendation and we have stated the Government's decision thereon.

(Para 165)

30. We recommend revised classification for some commodities with a view to removing the anomalies. सन्धर्मव जयते

(Para 166)

31. We recommend revised lower classification for those commodities for which we consider that special consideration should be shown in the interests of industry or more generally in public interest and for certain commodities from cost of living consideration. We have given in Annexure XIV of our Report a complete list of these commodities.

(Paras 167-170)

32. We recommend revised higher classification for certain commodities, some of which we have specifically mentioned and we have listed all the commodities so treated in Annexure XV of our Report.

(Paras 171 & 172)

33. We recommend certain groupings in the existing classification may be specifically examined by the Anomalies Committee and any new anomalies that may have arisen in the course of our proposal for reclassification.

(Paras 173 & 174)

34. In regard to the permanent machinery to deal with the question of classification, we suggest that the Commercial Committee for Interchange, while more or less working to the existing procedure, should formally consult and discuss their

tentative ideas with representatives of the Federation of Indian Chambers of Commerce & Industry and Associated Chambers of Commerce, across the table before making their final recommendation to Government. Where necessary, the matter may be referred by either party for the advisory opinion of the Railway Rates Tribunal before a decision is taken.

(Paras 175 & 176)

35. We recommend that Urea which is used in the plastic industry and which also moves for bona fide agricultural purposes, should retain its higher classification, but should be given station-to-station rates when moving on the latter account.

Similarly Gypsum moving in limited quantities to specific points for fertilising "Usar" land may be given station-to-station rates.

(Para 177)

36. We recommend different rates for Jute according as it is unpressed, half-pressed or full-pressed so as to encourage fibres being offered for transport fully pressed, and we have prescribed qualifying conditions for full-pressed and half-pressed jute.

(Paras 178 181)

37. In regard to classification of Oils—Division "D" we forward two recommendations to Government: (i) 75 per cent. rate for wagon-loads, and (ii) 65 per cent.

(Paras 182-187)

38. We have dealt with the classification of Coal, coke and patent fuel. Whilst we are unanimously of opinion that the coal scale needs revision with a view to make it more realistic, we have made two suggestions in regard to the manner of implementing it and we forward both the suggestions to Government. One suggestion is to assimilate into the freight structure and prescribe 25 per cent rate for coal, coke and patent fuel when moving in wagon-loads with a ceiling, if necessary, at 800 miles or so; the other suggestion is to have a separate scale for coal as follows:—

# In pies per maund per mile

First 25miles	+ For the next 50 miles	+ For the next 75 miles	+ For the next 150 miles	+ For the next 200 miles	+ For the next 300 miles	+ For the next 400 miles	+ For distances beyond
(1-25)	(26-75)	(76–150)	(151-300)	(301–500)	(501–800)	(801-1,200)	(1,201 and over)
1.10	.36	.32	.24	.15	.10	.07	.05

(Paras 188–198)

39. With a view to removing the disparity between freight costs for long-distance movement of coal by railway and by coastal steamers, we recommend, that the freight rates on the railway portion of the rail-cum-sea route should be on the basis of the combined distance from the collieries to the port and from the port to the destination point, and we also recommend that if the gap needs to be further reduced, any subsidy that might be considered by Government should be met from general revenues and not from railway revenues.

(Para 199)

# CHAPTER VII

# Industrialisation and railway policy

40. We have dealt with the complaints made about the rates structure introduced in 1948 and the difficulty in obtaining station-to-station rates. In view of the standardisation of the rates structure the scope for quoting station-to-station rates became limited.

With the universal application of wagon-load scales recommended by us the occasion for quoting station-to-station rates will continue to be limited.

(Paras 201-203)

41. We have referred to the recommendation made by us when our advice was sought by Government that all concessional rates for the carriage of raw materials and finished products for established iron and steel industries may be cancelled.

(Para 204)

42. We have examined the suggestion of the Estimates Committee to have a separate Directorate in the Railway Board's office for quoting station-to-station rates. We consider that this may not be necessary and we recommend that individual railway administrations should have power to quote station-to-station rates and grant concessions at a percentage below the standard rate. This percentage should be laid down by the Railway Board. Concessions below this limit may be granted by the Railway Board after obtaining the advisory opinion of the Railway Rates Tribunal except in urgent cases where they may grant the concession and make a reference subsequently to the Railway Rates Tribunal.

(Para 205)

43. We are unable to accept the suggestion of the Indian National Steam Ship Owners' Association in the matter of quoting reduced rates for traffic moving to and from ports when carried by ships on the Indian Register. We recommend, however, that railways should assist generally in the export drive. This recommendation does not bear directly on Indian shipping, but embraces all shipping in the interest of enabling export of Indian products abroad. As railways will only be one of the departments, which will be called upon to make such a concession, we recommend that there should be some authority who will be in a position to assess the situation and we recommend the formation of a high level committee with representatives of Commerce & Industry Ministry, Finance Ministry, Railway Ministry and such other Ministries as may be concerned in promoting the export trade of the country. The committee will function with a small secretariat specially constituted for the purpose.

(Paras 206 & 207)

44. We recommend that the committee may also examine the provision of priority transport for export needs.

(Para 208)

45. We suggest for consideration of the Tariff Commission that in arriving at the protection or the quantum thereof, they may assume the existing level of rates and leave it to the parties to make representations to the Railway Board for concession in rates, if necessary.

(Para 209)

46. We have dealt with the question of concession to under-developed areas. We have drawn the attention of the Government of India to the practice of the Canadian Government which grants low concessional rates for wheat moving from some territories, the value of the concession being reimbursed to the railways by the Federal Government of Canada. We recommend that this practice may be adopted for assisting backward areas in India.

In regard to Assam, we recommend the proposal of treating the distance to and from Assam the same as what it was before partition or that a variant of this treatment which meets the situation may be devised for a period during which the industrial development of Assam may be expedited.

In this connection the present practice of levying ferry charges for traffic passing over Sakrigali—Maniharighat in the shape of a lumpsum mileage charge as for 33 miles, calculated separately on the 1st leg of the telescope, violates the principle of charging on continuous mileage. We recommend that the ferry mileage should be added to the total mileage for charge and not be separately calculated.

(Paras 210 & 211)

47. In regard to products of cottage and hand industries, we recommend that, to start with, a concession of 25 per cent of the normal freight rates be granted when these products are booked by recognised co-operative societies on the authority of a certificate issued by the All-India Khadi and Village Industry Board, the All-India Handicraft Board, Director of Industries of State Governments and other bodies, which might be recognised by the Union Government for this purpose.

(Para 212)

48. Though, at first sight, the proposal of a freight pool appears attractive, on further examination of the question, we consider that this method of encouraging certain areas where industrial development is backward is not justified.

(Para 213)

सन्यमेव जयते

### CHAPTER VIII

### Miscellaneous

49. We recommend that the present relativity between goods and parcels rates will have to be maintained if diversion to parcels service is to be avoided. We have not gone into the structure of parcels rates, and these should be reviewed in the light of the freight structure that we have recommended.

(Para 215)

50. We are opposed to making any change in the statutory obligations of railways, according to which at present they have to carry all the traffic offered to them and we are, therefore, unable to accept the suggestion that railways should decline to carry traffic for short-distances.

(Para 216)

51. We recommend telescopic rates structure to be generally adopted on Indian railways for livestock and other animals; the rates should apply at railway risk and no separate terminal charges are to be levied. In through booking between different gauges, the rate applicable at the forwarding station would apply through to destination.

(Para 217)

52. We consider it feasible to introduce the procedure, at least at large goods sheds, of obtaining advance information of the probable date of the arrival of the consignment and communicating it to the consignee where his address is known, so that he may make preliminary arrangements for unloading wagons.

(Para 218)

53. We recommend that salt in bulk may be moved when booked to private and assisted sidings under suitable precautions to prevent corrosive action on the steel plates of the wagons.

(Para 219)

54. We commend to Government the examination of a proposal that suitable trucks may be constructed for the movement of motor cars, so that more than one car may be loaded either horizontally or vertically, and the incidence of cost both to the users and to the railways under the existing rates may be minimised.

(Para 220)

55. We recommend the examination of special type of steel or other covers for open wagons and flats for protection against theft and rain as are used in some countries and as are also used in modern ship building in what are called Mcgregor type of covers used over holds.

We strongly urge that steps may be taken in the matter of providing special types of vans like tank wagons, refrigerator vans, etc.

(Paras 221 & 222)

56. We consider that standard rules should be provided and standard charges be levied for supply of cranes, for all railways.

(Para 223)

57. We consider that railways should take timely action to develop the existing capacity of inward and outward goods sheds with a view to meeting the complaint that at several stations, there is no outward wharf and goods brought for booking are exposed to the wind and weather in open space.

(Paras 224 & 225)

58. We suggest that an educative campaign may be undertaken amongst the workers themselves in certain big stations at least, in the matter of handling goods, and a suitable inspectorate may be provided to inspect the loading and unloading of these goods and thereby to educate the workers on the methods to be adopted in such matters.

(Para 226)

59 We consider that the ferry charge for coal traffic should not be levied separately as a lumpsum charge and recommend that coal traffic be charged on the through distance, inclusive of the ferry mileage, as in the case of other traffic.

(Para 228)

### CHAPTER IX

# Statistical information

60. We have referred to the sample survey that we conducted for obtaining figures of zonal movement in certain important commodities and we recommend that these figures may be given as a permanent annual feature in the statistics published

by railways and that the results may be derived from a full compilation and not barely from a sample analysis. We consider that during the high tempo of development economy when heavier and heavier loads will fall on railways, these figures will be of great practical assistance not only to the Commercial and Rates Officers, but also to Operating Officers.

(Para 229)

61. We have referred to the sampling survey conducted particularly by the Interstate Commerce Commission through continuous sampling of way-bills and we recommend to Government that the method of compiling statistics on the basis of sample surveys may usefully be encouraged on Indian railways for the purpose of investigating particular problems from time to time.

(Para 230)

62. We have referred to cost studies in other countries and to cost figures that we have on Indian railways. We have drawn the attention of Government specially to cost figures dealing with coaching traffic and have pointed out that if passenger traffic does not pay adequately, additional burden on goods traffic becomes inevitable.

(Paras 232–234)

63. We consider that there is scope for more detailed statistics to enable costs of large-scale and regular movement of important commodities being ascertained.

(Para 235)

### CHAPTER X

# Efficiency

64. We have examined the efficiency of railways in the light of the criticism that increased efficiency will secure sufficient funds for the railways. We find that the railways are making a sustained effort for improvement. We however consider that nevertheless we must face the fact that railways should have additional revenue by an increase in freight rates to meet their expanding needs.

(Paras 236-242)

65. In connection with the question of operating efficiency, we consider that smaller zones of 3,000 miles or so will conduce to better control and operating efficiency and we consider that a bold attempt be made to review the position and rectify it at an early date.

(Para 243)

### CHAPTER XI

# The liability of railways for goods tendered for despatch

66. In this chapter, we have dealt with the statutory provisions governing the responsibility of railways as carriers. We have described how the railways' liability, which is ordinarily that of a bailee, may be limited under certain conditions. In this connection, we have dealt particularly with what is called owner's risk liability and the developments in this regard from time to time, culminating in the amendments to the Indian Railways Act, 1949. We find that there is at present virtually no difference between the railway risk and the owner's risk liability except in regard to the burden of proof.

(Paras 244-253)

67. We recommend that the general policy of the railways should be to quote rates at railway risk and with the exception of a few commodities, the classified rates in the revised rates structure should be applicable at railway risk only. With reference to livestock also, we recommend that railway risk rates only should apply.

(Para 254)

63. We have referred to the claims position on railways, and the several useful reports that have been made from time to time in the matter of claims. We have also referred to the evidence that we have received on this subject and the large volume of suggestions from the public to prevent the heavy incidence of claims.

(Paras 255-261)

69. We consider that the question of the prevention of the causes leading to claims boils down largely to one of prevention of crime in the shape of thefts and pilferages whether inside the railway premises or outside, in which both railways and State Governments must play their part if this crime is to be successfully scotched.

(Para 262)

70. We recommend that railways should assume common carrier liability and the change-over should be effected within one year from the coming into force of the revised freight rate structure. Some of us are doubtful whether the administrative and organisational reforms can be brought about within a period of one year.

(Paras 263-266)

71. We consider that packing conditions may be reviewed generally and the list of commodities for which compulsory packing conditions are imposed may also be enlarged, and the revised packing conditions may be brought into effect simultaneously with the assumption by the railways of the liability of the common carriers.

(Paras 267 & 268)

72. We recommend that in regard to 'non-delivery' the position may be clarified and suitable amendments may be made in the Act to provide for specific inclusion of the term 'non-delivery'.

(Para 269)

73. We recommend for sympathetic examination the question whether railways cease to be bailees once the free time for wharfage is over.

(Para 270)

74. We recommend that suitable amendments may be made in the Railways Act to provide for certified copies of Forwarding Notes and other documents being admitted as evidence without the originals being produced. This will help in the speedier disposal of claims and avoid hold-up of railway records in most cases.

(Para 271)

75. We recommend that the list of 'Excepted articles' be reviewed and certain commodities like electric bulbs, silk apparel, musical and scientific instruments should no longer find a place in this list.

(Para 272)

76. We recommend that notice of claims served on the Chief Commercial Superintendent of a railway, should be valid in law and necessary amendments to the Act should be carried out to provide for this.

(Para 273)

# CHAPTER XII

# Railway Rates Tribunal

77. We have dealt with the developments in the matter of Government control over railway freight rates. We have referred to the provision in the Indian Railways Act, IX of 1890, of a Commission to deal with questions of undue preference. This Commission, however, was never set up. We have referred to subsequent attempts by the public and the recommendation of the Acworth Committee for the constitution of a Railway Rates Tribunal. We have also referred to the appointment of the Railway Rates Advisory Committee and its main features and functions and the subsequent setting up of the Railway Rates Tribunal.

(Paras 275–282)

78. We have dealt with the constitution of the Railway Rates Tribunal and referred to the public opinion in this matter.

(Paras 283-285)

79. We recommend that the constitution should be amended and the Tribunal should consist of an experienced High Court Judge as President with two other members chosen for their knowledge or experience of commercial, industrial and economic conditions in the country, or of the commercial working of railways. We further recommend that the President and members of the Tribunal may be appointed for a period of five years and may, in suitable cases, be eligible for re-appointment. The appointments, we recommend, should be made by the President of India on the recommendation of the Law Minister, the Minister for Industry and Commerce and the Minister for Railways.

(Paras 286–292)

80. We have considered the present jurisdiction of the Tribunal and public opinion in this regard.

We recommend that the jurisdiction of the Tribunal be divided into mandatory and advisory functions—mandatory functions where the judgment of the Railway Rates Tribunal is binding on Government in matters relating to undue preference, unreasonableness of rates and unreasonableness of other charges; advisory functions relating to classification and to references by Central Government in matters falling within Section 45 of the Act and in cases where the Railway Board decide to grant station-to-station rates involving reductions beyond the limits prescribed by the Board for individual administrations.

(Paras 293–306)

81. In the matter of station-to-station rates, where such reduction is granted by the Railway Board on the recommendation of the high-level committee of representatives of various ministries of the Union Government, including railways to assist the export drive, we recommend that such decisions may be given effect to by the railways without obtaining the advisory opinion of the Railway Rates Tribunal.

(Para 307)

82. We recommend that necessary provision be made in the Indian Railways Act, so that the Railway Rates Tribunal may adopt an "informal procedure" in dealing with cases where a formal hearing is unnecessary and may be dispensed with.

(Paras 312–315)

83. We recommend that the question of permitting the Railway Rates Tribunal to award refund of overcharges for a particular period may be considered in greater detail by Government. (Para 316)



सन्यमेव जयते

# ANNEXURES

सन्धमेव जयते



सन्यमेव जयते

### ANNEXURE I

# GOVERNMENT OF INDIA MINISTRY OF RAILWAYS

(Railway Board)

New Delhi, 29th June, 1955.

### RESOLUTION

No. 6899-TC. The present freight rates structure for transport by goods trains which has been in force from 1st October, 1948, was evolved as a result of detailed investigations conducted by a departmental committee during the years 1945 to 1948. Since then, however, far reaching changes have taken place in the economic activity in the country and big changes are envisaged in the Second Five-Year Plan. The development of railway facilities will also be considerable and, in consequence, the working expenses of the Railways and the dividend payable to the General Revenues will appreciably increase.

The public opinion in general seems to favour a fresh examination of the freight structure.

The Government of India agree with this view and, as announced by the Railway Minister during the recent Budget discussions, have decided to appoint a Committee to review the existing freight structure for transport by goods trains in all its aspects in the light of the present developmental economy and to give ample opportunity to the interest concerned to explain their point of view.

- 2. It has also been deemed advisable to entrust the Committee with an enquiry into the liability of Railways as carriers of goods, likely effect of any changes proposed in the existing law on the claims position and consequent adjustments required in freight rates, to meet any additional commitments.
- 3. Linked is the question of the constitution, jurisdiction and procedural rules of the Railway Rates Tribunal, and the Government are of the view that these also can advantageously be reviewed by this Committee.
  - 4. Accordingly, the terms of reference of the Committee will be-
- (i) To review the present railway freight rate structure in all its aspects and to suggest what modifications should be made, bearing in mind the needs of a development economy and the necessity for maintaining the financial stability of the Railways;
- (ii) To examine whether the statutory provisions dealing with the responsibility of Railways as carriers need any, and if so, what modification; and in the light of modification proposed whether any adjustment in freight rates is warranted;
- (iii) To examine what changes, if any, are needed in the existing constitution, jurisdiction and rules of procedure of the Railway Rates Tribunal, so that the Tribunal might be a more effective and expeditious instrument for adjudication of Railway freight matters at a reasonable cost to the litigant; and
  - (iv) To make recommendations.

# The Committee will consist of— Dr. A. Ramaswami Mudaliar, M.P. Shri T. N. Singh, M.P. Shri D. K. Borooah, M.P. Shri I. S. Puri, Ex. Financial Commissioner for Railways. Shri V. P. Bhandarkar, Ex. Member, Transportation, Railway Board. Shri L. K. Jha, Joint Secretary, Ministry of Commerce and Industry. Shri A. K. Basu, General Manager, Eastern Railway



### ANNEXURE II

(1) Copy of questionnaire—Part I-A and B issued by the Railway Freight Structure Enquiry Committee.

### NOTE

It will be appreciated if the reply to the Questionnaire, Part I-A and B, is sent not later than the 15th November 1955.

Will you please send your reply to each question on a separate page and send 12 copies of your replies to facilitate consideration by the Railway Freight Structure Enquiry Committee.

सन्धर्मव जयते

### Questionnaire—PART I-A

- 1. (a) What, in your view, has been the effect on industry and trade generally, or on any particular section of industry and trade, of the adoption in 1948 of the revised general classification of goods?
- (b) Has the adoption in 1948 of the principle of telescopic rates on the continuous mileage over the different railways, been helpful to industry and trade generally?

Are there any instances where this principle has acted adversely to the interest of any particular industry or trade?

(c) In particular, has the revised freight structure had any effect on short haul and medium haul traffic; if so, how and to what extent?

Please illustrate your answers by giving specific instances where the volume and the distance of movement of traffic have been substantially affected by the changes brought about by the revision of the freight structure in 1948.

- 2. (a) Do the present rating arrangements permit of sufficient flexibility to meet the legitimate needs of industries in regard to the movement of raw materials and finished products?
- (b) To what extent do Railway Administrations exercise the discretion permetted to them under present rating arrangements to meet the legitimate needs of industries?
- 3. (i) Is the number of class rates and wagon-load scales at present prescribed adequate and are the different class rates and wagon-load scales appropriate in relation to one another; if not, what modifications do you suggest?
- (ii) (a) Are the number of 'legs' and the distance range in each 'leg' in each of the class rates and wagon-load scales suited to the needs of traffic?
- (b) also, is the rate per mile under each 'leg' appropriate in itself and in relation to the other 'legs'; if not, what modifications do you suggest?

Please indicate the financial effect of any modifications that you may suggest in answer to Questions 3 (i) and (ii) above.

Please see the explanatory note in Annexure I to this questionnaire.

- 4. Under the present freight structure, (please see Annexure 1), a maximum rate has been fixed for each class rate, for 2 of the wagon-load scales out of 13 and for the coal scale. This implies that beyond a distance of about 1,500 miles, no charge is made for the transport of commodities covered by them. Should this practice remain as at present and be extended to all wagon-load scales, or should it be discontinued, so that the traffic which is now carried free beyond this distance may be appropriately charged?
  - 5. What is your opinion about the principle of levy of a separate-
    - (i) terminal charge;
    - (ii) 'short distance' charge for haulage of less than 75 miles;
    - (iii) transhipment charge for break of gauge;

in addition to the conveyance charge?

Apart from the principles involved, have you any suggestions regarding the quantum of these charges?

If any change is recommended in the principle or a reduction in the quantum of charge, have you any suggestions to make as to how the loss of revenue incurred thereby can be recouped by the Railways?

Please see explanatory note in Annexure II to this questionnaire.

- 6. Having regard to the long distances over which some of the traffic has to move in this country, would you recommend that the distance unit for charge should be raised from the present limit of one mile; if so, what would you suggest as the unit?
- 7. In your opinion, is there any case for altering the existing minimum distance for charge of 20 miles for goods traffic?
- 8. On some railways, freight on liquid commodities moving in tank wagons includes the charge for haulage of empty tank wagons to the loading stations, while on others such a charge is not made. Would you advocate the abolition of the empty haulage charge or the extension of this principle to all railways?
- 9. A number of commodities have been grouped together in the existing classification of goods having regard to the characteristics of the commodities concerned in relation to their transportation conditions and their prices. Have you any objection to this method of classification of goods or to the grouping of particular commodities?

(Examples of such grouping are shown in Annexure III to this questionnaire).

- 10. Are you satisfied with the classification of goods as at present; if not, have you any comments to offer for modification by way of reclassifying the commodities, having regard to their transportation characteristics, and their prices, either within the framework of the present classification or by increasing or decreasing the number of classes?
- 11. Have you any suggestions to make regarding the proper relationship between rates for traffic moving in 'smalls' and in wagon loads?
- 12. Does the present uniform rate of minimum charge for consignments in wagon loads at Rs. 1-12-0 per ton on the carrying capacity need any revision; if so, in what direction? Would you advocate the charge varying with the class of commodities carried?
- 13. (a) Does the present uniform rate of minimum charge at Re. 1/-per consignment for 'smalls' need any revision; if so, in what direction?
  - (b) Should such minimum charge vary with the class of commodities also?
- 14. The minimum weight for a 'smalls' consignment carried by goods trains is 7 seers. It has been suggested that this involves duplication of services both by goods and parcels trains and results in wasteful operation, and that this could be reduced by raising the minimum weight for 'smalls' carried by goods trains. Do you agree to this proposal and, if so, what is the minimum weight that you would suggest?

- 15. It has been suggested that for 'smalls' traffic carried by goods trains, all commodities up to a maximum weight per consignment be placed in one class. What is your view on this suggestion and, if you agree, what is the maximum weight which you would advocate?
- 16. Do you consider it appropriate to ensure better utilisation of transportation capacity available from time to time by resorting to the following expedients:—
  - (i) Revising in the upward direction the existing 'W' condition, i.e., the minimum weight condition for qualifying for a wagon-load rate;
  - (ii) adopting the present class rate for wagon-loads only, where wagon-load scales are not quoted at present and levying an extra charge for movement in 'smalls';
  - (iii) quoting a reduction in the freight rates for quantities loaded beyond the minimum weights per wagon ('W' conditions) fixed for the different commodities, so as to encourage loading up to the fullest extent the wagon actually supplied can hold.

What are your views in regard to these suggestions and have you any other suggestions to make in the matter?

Please see explanatory note in Annexure IV to this questionnaire.

- 17. Do you consider it feasible or desirable to have 'train load rates' as a feature of the railway freight structure in addition to the existing three types of freight rates; if so, what advantage do you anticipate for trade or railways from the introduction of train load rates? What safeguards would you suggest to prevent the system from causing hardship to any of the interests concerned?
- 18. It has been suggested that, for special express goods services, there should be an additional charge; what are your views thereon?
- 19. Have you any suggestions to make regarding the conditions under which railways supply cranes for loading and unloading heavy consignments and the rates at which such services are charged?
- 20. Have you any suggestions to make in regard to the rates for live-stock and animals and conditions applying thereto?
- 21. It has been stated that the overall charge for 'short distance' is generally unremunerative.
- (a) Would you suggest that railways should not carry such traffic where there are alternative modes of transport available; if so, up to what mileage should such traffic be considered as 'short distance' traffic?
- (b) Should freight rates on short distance traffic be so adjusted that such traffic may generally be carried by alternative means of inland transport, particularly road transport or inland waterways?
- (c) Would similar adjustment of freight rates be also desirable on long distance traffic where the commodities could be carried by coastal shipping in order to remove the strain on railways?

- 22. How do the freight rates for short distances compare with the corresponding freight rates by road or inland waterways?
- 23. Some commodities, which are essentially needed in different parts of the country, have to bear disproportionately high freight charges owing to their transport over long distances. In regard to these particular commodities, it has been suggested that a freight pool may be created so as to keep fairly uniform the freight rates irrespective of distance. Do you advocate such a freight pool being formed in regard to a limited number of commodities; if so, what are the commodities which you consider may be operated through a freight pool either on an all-India basis or on a zonal basis?

If the suggestion of a freight pool is accepted, would you advocate the exclusion from it of traffic moving over a minimum distance?

In particular, would you support a freight pool for coal, iron and steel, kerosone oil, petrol, cement, chemical manures and salt?

- 24. The main centre of consumption of raw jute being Calcutta, it has been stated that the import of raw jute into Calcutta involves less price to the cultivator as freight charges increase, with the result that, beyond a limited radius of Calcutta, it becomes uneconomical to grow jute. Would you advocate a uniform pooled freight on all raw jute brought to Calcutta?
- 25. If you advocate a pooled freight on any or all the commodities mentioned in questions 23 and 24, have you any suggestions to make as to who should work the freight pool—the railways or the industry concerned or an appropriate Government agency?
- 26. The First Five-Year Plan has resulted in certain agricultural and industrial developments in the country, and the Second Five-Year Plan contemplates a more rapid development in both these directions. In view of these developments achieved and contemplated, would you suggest any revision or modification of the present freight structure to further the economic progress of the country?
- 27. The Railway Board have permitted Railways to waive the 'short distance' charge, either in full or in part, for large scale regular movements of industrial raw materials where it is justified by commercial reasons. Please give a list of cases in which requests for such waival were acceded to and also a list where such requests were turned down during the three years ending 1954-55 and indicate briefly the reasons in either case.
- 28. Since 1948, have there been many requests from the public for quotation of station-to-station rates, or for reduction of rates for particular commodities; to what extent were these requests met by the railways concerned?

Please give instances of requests that have been made, and where such requests have not been granted, the reasons if any, given by the railways.

29. The revision of the freight structure in 1948 involved the adoption of the principle of telescopic rate on the continuous mileage over the different railways and the abolition of a number of station-to-station rates. Has the effect of this been favourable or unfavourable to (i) industrial development and (ii) trade generally, and (iii) the particular trade or industry with which you are connected? If, in your opinion, there has been any adverse effect, what remedial measures would you suggest?

- 30 It has been suggested that station-to-station rates should be revived on a large scale so as to foster the development of new industries and to assist export trade. How far do you agree with this suggestion and what restrictions would you place having regard to the economics of transportation?
- 31 It has been suggested that the railway freight rate policy should not be based only on considerations of the economics of transportation and the needs of railway finance. What other objectives may be taken into consideration and to what extent should the Railways' freight rate policy be adjusted for the purpose and under what conditions and subject to what safeguards?
- 32 Should the railway freight structure be utilised to assist the development of particular industries or other interests?
- 33 It has been suggested that the Railway Administrations also may render some assistance to the establishment and development of new industries and that, in the fixation of freight rates, a distinction may be made between the requirements of industries already established and those newly planned. Would you advocate any such distinction; if so, for which industries, for what period and subject to what limitations?

Would you advocate, for the same reasons, special consideration being shown for the economic development of underdeveloped areas?

- 34. The high level of cost of materials and labour has the effect of rendering unremunerative many of the new lines required to be constructed in underdeveloped areas. It has been stated that with a view to accelerating the pace of construction of such lines, charges may be recovered "on the basis of inflated mileage for a limited period so that the projects may not be financially burdensome". Have you any comments to make in the matter?
- 35 What freight policy would, in your opinion, be best suited to achieve the double objective of—
  - (1) facilitating the economic and industrial development of the country, and
  - (2) securing adequate revenue for meeting increases in maintenance and operation costs due to the investment of large capital both in the construction of new railway mileage and in the provision of rolling-stock and other facilities?
- 36. What services should the railways finance out of their revenues without resorting to borrowing or drawing on reserves, i.e., what charges should railways be expected to meet out of their current revenues for ensuring the progressive improvement in the standard of railway services?
- 37. In the Second Five-Year Plan, emphasis is laid on the development of village and cottage industries. Should the railway freight structure be utilised to assist the development of these industries and other similar interests? If assistance is to be given to them, have you any suggestions to make as to how far the railways can help either through modification of freight rates or packing conditions or by special grouping of commodities for purposes of rating, or in any other ways?

- . To what extent does the general policy of Government to control or fix is for the prices of particular commodities affect the charging of freight rates h commodities or their raw materials in accordance with the normal principles the railways follow?
- . It has been alleged that, under the present freight structure, certain comes are carried at rates below the cost of transport. Would you state what commodities are? If the allegation is correct, do you suggest that economic rould be charged on such commodities, or do you consider that there should be beyond which these rates be not increased irrespective of the cost of transport?
- . It has been stated that, during the next five years, the railway transport y will have to be increased very substantially. This increased capacity absorbed mainly by 'low rated' traffic like coal, ores, limestones, pig iron, and pulses, chemical manures, cement, oilseeds, agricultural implements, and blooms, motor tractors, iron and steel and machinery. There may also it increases in certain "high rated" commodities like jute, raw and manud, tea, cotton and cotton piece-goods, petrol and petroleum products. It is that the cost of haulage of additional traffic of this magnitude will not be less e average cost of haulage at present incurred by the railways. This additional on the other hand, will involve the railways in increased expenditure from revenues on improvements to goods sheds and other development works tated by the increase in traffic: This additional expenditure will be further ed by increased appropriation to the Development Fund and to the General les consequent on the additional capital invested. If this is a fair picture, ou any suggestions to make to meet the situation having regard to the need intaining the financial stability of the railways?
- . Should fluctuations in the competitive conditions in the export market be nto consideration in adjusting railway freight rates for commodities which are exportable and, if so, should the adjustment be flexible in both directions, ld you attach more importance to stable rates prevailing irrespective of these g factors?
- . In the post-war period, has there been any change in the pattern of traffic, the quantum, direction and range of movements of commodities?
- . To what extent and in what manner has the freight rates policy adopted in afluenced (1) the location and pace of development of industry and (2) the ance of trade?
- . In the industries with which you are connected, are the prices quoted R. destination or F. O. R. forwarding station or either, according to stances?
- (a) If they are quoted F. O. R. destination, please supply figures showing ling prices and the freight separately.
- (b) If they are quoted F. O. R. forwarding station, please give the average e a product is hauled and the proportion which the railway freight generally o the selling price at the forwarding station.
- (c) Are there many cases where the difference between the selling price at the of receipt is substantially greater than could be accounted for by the actual charged?
- (d) What were the relative figures or proportions in (a) and (b) before the ir, i.e., in 1938-39, in 1947-48, and in 1948-49, i.e., after the revision of the freight structure in 1948?

- 45. What is the element of railway freight on the various direct requirements of an agriculturist such as chemical manure, diesel oil, seeds, etc., and how does it bear upon the cost of production of more important food crops and commercial crops?
- 46. As a result of the various developments in industry and agriculture achieved or planned, what changes have occurred or are likely to occur in the movement of agricultural produce in your area? Will you please give the information in reference to commodities of importance in your area?
- 47. It has been stated that the small agriculturist has difficulty in disposing of his produce quickly by rail as he cannot usually avail of the benefit of the low rates, applying to wagon-load quantities. Have you any suggestions to make for affording facilities to him by—
  - (i) adjustment of railway freight rates, and/or
  - (ii) providing warehouses for temporary storage of his produce through the agency of co-operative bodies, private interests or the railways themselves, with a view to convenient and quick clubbing of 'smalls' consignments into wagon-loads?
- 48. Will you please indicate the nature and extent of industrial development in the **private** sector envisaged during the Second Plan Period in your region?
- 49. To what extent are the volume and lengths of movement of existing traffic likely to be affected by the development visualised in the **private** sector during the Second Plan Period in your region?
- 50. Please give an estimate of the quantum of new traffic in the principal commodities, with their approximate lengths of movements, likely to result from the increased activities in the **private** sector during the Second Plan Period in your region?
- 51. Please indicate the nature and extent of industrial expansion in the public sector envisaged during the Second Plan Period in your region.
- 52. To what extent are the volume and lengths of movement of existing traffic likely to be affected by the development visualised in the **public** sector during the Second Plan Period in your region?
- 53. Please give an estimate of the quantum of new traffic in the principal commodities, with their approximate lengths of movement, likely to result from the increased activities in the public sector during the Second Plan Period in your region.
- 54. Have you any suggestions to make as to the basic principles to be followed in framing the railway freight structure generally?
- 55. Apart from your answers to the above questions, have you any suggestions to make about any other aspect of the present freight structure, including its simplification?

### Questionnaire—PART I-B

- 1. Will you please supply information as indicated in Annexure V to this questionnaire, so far as you are concerned, for the principal manufacturing industries, such as, for example, (a) iron and steel, (b) cotton textiles, (c) jute, manufactured, (d) edible oils (groundnut oil, mustard oil, gingelly oil, cocoanut oil, etc.), (e) hydrogenated oil (Vanaspati), (f) paper, also card board, etc., (g) plywood, (h) colours and dyes, (i) paints and varnishes, (j) aluminium sheets and ingots, (k) cement, (l) rubber goods (tyres, tubes, mats, etc.), (m) glassware, (n) enamelledware, (o) machinery, (p) tobacco, manufactured (cigarettes, etc.), (q) footwear and leather goods, (r) soap, (s) acids and other chemicals, (t) salt, (u) tea, (v) sugar, etc., etc.?
- 2. Will you please supply information as indicated in Annexure VI to this questionnaire, for petrol, kerosene and other important petroleum products?
- 3. Will you please supply the information as indicated in Annexure VII to this questionnaire, so far as your area is concerned, in respect of (a) the principal grades of coal and coke, and other products of mines such as, for example, (b) mica, (c) manganese ore, (d) iron ore, (e) bauxite, (f) chrome ore, etc., etc.?
- 4. Will you please supply information as indicated in Annexure VIII to this questionnaire, in respect of the important agricultural produce in your area such as, for example, (a) wheat, (b) rice, (c) bajree, (d) javari, (e) barley, (f) maize (Indian corn), (g) gram, (h) other pulses, (i) mustard, (j) gingelly, (k) ground-nut, (l) linseed, as also (m) jute, raw, (n) tobacco, etc., etc.?

सत्यमेव जयत

144

### ANNEXURE I to questionnaire-Part I.

The following are the bases of the standard telescopic class rates which are applicable on continuous mileage over the different Railways; the minimum rates per maund, and the Standard Telescopic wagon-load scales:—

Class		BASIS OF TELESCOPIC CLASS RATES			Maximum rate per	
		F	maund exclusive of terminals, tranship-			
		For the first 300 miles	Plus for the next 300 miles	Plus for distances beyond	ment and other extra charges which should be added	
1st 2nd 3rd	••		.54 .59 .64	.45 .49 .54	.34 .38 .42	Rs. A. P. 3 3 0 3 8 0 3 13 0
4th 5th 6th	••	::	.69 .75 .80	.58 .63 .68	.46 .49 .54	4 3 0 4 8 0 4 14 0
7th 8th 9th	••	••	.86 .92 :99	.73 .78 .84	.58 .62 .66	5 4 0 5 9 0 6 0 0
10th 11th 12th	••		1.07 1.14 1.22	.90 .97 1.04	.71 .76 .82	6 7 0 6 14 0 7 6 0
13th 14th 15th	••		1.30 1.55 2.32	1.11 1.18 1.41	.88 .94 1.0	7 15 0 8 11 0 10 9 0

सन्धमेव जयते

Wagon- load scale		Basis	of Stan	NDARD TEL	ESCOPIC	Wagon	-Load Sca	LES	Maximum rate per maund exclusive of terminals, tranship-
		Pie per maund per mile					ment and other extra charges which should be added		
WL/A		.25/100 n	niles plu	ıs .20/300 n	niles pl	us . 15 for	distances be	evond	Rs. A. P.
WL/AR WL/B	••	.30/100	do. do.	.25/300	do. do.	.20 .23	do. do.	•••	••
WL/BR WL/C	••	.48/100 .34/150	do. do.	.30/300 .31/150	do. do.	.20 .17	do. do.		1 14 0
WL/CQ WL/CR	••	.36/150 .41/150	do. do.	.33/150 .38/150	do. do.	.18 .24	do. do.		••
WL/D WL/E	••	.38/300 .43/300	do. do.	.26/300 .21/300	do. do.	.17 .15	do. do.		1 13 0
WL/I <sup>2</sup> WL/G	::	.43/300 .48/300	do. do.	.32/300 .26/300	do. do.	.21 .19	do, do,		••
WL/H WL/:	::	.48/300 .43/300	do. do.	.35/300 .20/300	do. do.	.23 .15	do. do.		••

### ANNEXURE I to questionnaire—Part I—(concld.)

Coal, all varieties, coke—hard and soft, patent fuel and coal shale and lignite are charged on the same basis of charge as shown below—

### (1) At Owner's Risk-

•					Pie per maund per mile
1 to 200 miles	••		• •		.30
plus 201 to 400 miles	••	••	••	••	. 10
plus 401 to 1,000 miles	••	••		••	.08
plus for all distances bey	rond	••	••	••	.07

(2) At Railway Risk.—The rate per maund is 20 per cent. higher than the Owner's Risk rate, exclusive of terminal, transhipment and other extra charges except for traffic in bulk involving transhipment *en route* due to break of gauge or ferry for which Class I rate only is chargeable.

The rates per ton for coal, coke and patent fuel are subject to the maximum of Rs. 23-2-0 per ton for 1,486 miles and upwards.

The conditions of carriage are contained in Chapter II—page 36, etc., of the I. R. C. A. Goods Tariff No. 29 of 1954.

सत्यमेव जयत

### ANNEXURE II to questionnaire-Part I.

The following terminal, transhipment and short distance charges are levied in addition to the conveyance charge based on mileage of hau!—

·	
A. Terminal—I. For General Merchandise	
(a) Where the railway is required to do the loading and unloading.	8 pies per maund at each end.
(b) Where the owners are required to do the loading or unloading, or where at the option of the Railway they are permitted to do so under special arrangement.	6 pies per maund at each end.
(c) When booked in wagon loads between points within the same station area.	8 annas per ton at each end.
II. For Coal	
(a) When not in wagon loads	8 pies per maund at each end.
(b) When in wagon loads	8 annas per ton at each end.
B. Transhipment—I. For General Merchandise—	
(a) On all goods booked as "smalls" and on goods in wagon loads to which the minimum weight conditions W/- and C/-apply.	3 pies per maund.
(b) On all goods moving in bulk and booked in wagon loads to which the weight condition "C.C." applies (i.e., freight is reckoned on the carrying capacity of wagons).	2 pies per maund.
II. For Coal—	
(a) When not in wagon loads	3 pies per maund.
(b) When in wagon loads	
C. Short distance charge—1. For General Merchandise-	
Where the aggregate distance for charge is less than 75 miles.	6 pies per maund.

### II. For Coal-

No short distance charge is leviable.

### ANNEXURE III to questionnaire--Part 1.

The following are a few examples of the grouping of commodities in the General Classification of goods under a common head, referred to in item 9 of the Questionnaire. These examples are extracted from the General Classification of Goods at page 62 et seq of the I. R. C. A. Goods Tariff No. 29 of 1954. This list is not complete—only illustrative—

Common head	Some of the commodities included under the common head	Classification in smalls and wagon loads
Coal	Coal all varieties—Hard coke, Soft coke, Coal shale, Patent fuel, Lignite.	1 R. R.
Grain and pulses	Bajree, Barley, Maize, Dhall, Gram, Paddy, Rice, Wheat, etc.	1 R. R. WL/D.
Seeds, common	Grass, Hemp, Jute, Tamarind, Ajwan seeds, N. O. C., Coriander, Soapnut seeds.	1 R. R. WL/F.
Oilseeds	Castor, Cotton, Flax, Groundnuts, without shells, Linseed, Mustard, Poppy, Tobacco seeds.	4 R. R. WL/H.
Iron and Steel, Division B .	Corrugated sheets	า
	Fabricated steel works	ļ
	Rails and Girders	4 R. R.
	Hoop Iron	3 R. R.
	Rods, Sheets, Sleepers, Channels, Flat iron.	
	Pipes	}
Ores	Iron, Manganese, Chrome, Bauxite	1 R. R. WL/C; O. R. WL/CR; R. R.
Refractory bricks	Fire Bricks, Magnesite Bricks, Silica Bricks.	1 R. R. WL/F ; R. R.
Oils-Division D	Gingelly oil, Groundnut oil, Linseed oil, Kardi seed oil, Castor oil, Cotton seed oil.	4 R. R. 3 O. R.
Machinery other than electrical	Boilers, Cranes, Engines, Grass presses, Indigo presses and Printing presses.	6 R. R. 4 O. R.

### ANNEXURE IV to questionnaire-Part I.

### Explanatory Note.

When a consignment is offered in quantities for which a full wagon is not necessary it is called a 'smalls' consignment as distinguished from a wagon-load consignment.

When a 'smalls' consignment is booked, the Railway Receipt is issued without waiting for its loading in a wagon. It is the Railway's business to collect together several 'smalls' consignments and load them in a wagon on their own. For a wagon-load consignment, however, the Railway Receipt is issued after the wagon has been actually allotted and loaded either by the consignor or the Railway, as the case may be.

The General Classification of Goods shows the appropriate classified rate for charge for each commodity. It also shows lower wagon-load scales of charges for certain commodities as ordinarily move in wagon-load quantities. For getting the benefit of the lower wagon-load rates, the quantity to be offered for despatch must not be less than the standard minima weights fixed for the commodity in question. For instance, for Grains and Pulses, the minimum weight is W/500 BG and W/300 MG. This means that at least 500 maunds must be tendered for despatch per Broad Gauge wagon and 300 maunds per Metre Gauge wagon if the benefit of the lower rate is to accrue. The existing standard minima weights are shown in Appendix 'G', Page 330 of the I. R. C. A. Goods Tariff No. 29.

As the minimum weight per wagon for a commodity has to be fixed in consideration of the quantity of it that can ordinarily be loaded in a wagon of average capacity, there may often be cases, depending on the type of wagon actually supplied, where it is possible to load more than the minimum weight fixed. During periods of acute shortage, merchants generally make an endeavour to load to the maximum extent the wagon can hold, exceeding the minimum weight fixed and pay freight on the basis of weight actually loaded. When wagon shortage is less acute, the tendency is to load wagons only up to the minimum weight fixed for a commodity, apparently for the reason that orders are placed for supply of commodities on the basis of the minimum weight fixed for commodities. In the interest of making the fullest use of available transport capacity, it will be desirable to have all wagons loaded fully to the extent they can hold.

For commodities for which no wagon-load rate has been fixed, the ordinary class rates apply whether the consignments are offered as 'smalls' or as wagon-loads. It, however, helps railway operation if traffic is offered in wagon-loads, as in clearing 'smalls' traffic, railways are not able to utilise a portion of the carrying capacity of the wagon used. To encourage movement in wagon-loads, a suggestion has been made that in the case of commodities for which no wagon-load scale of charges has been provided, the present classification may apply to quantities in wagon-loads only, and for this purpose, suitable minima weights per wagon-load for each commodity may be fixed. For consignments in these commodities moving as 'smalls', a small additional charge is proposed to be levied with the object of discouraging 'smalls' movement and encouraging 'smalls' being clubbed together and offered for despatch in wagon-loads.

### ANNEXURE V to questionnaire—Part I.

### Industries

- 1. Will you please indicate the weights of principal raw materials and fuel (coal) required to produce a stated weight of finished goods?
- 2. Will you please indicate the total production of the finished goods during 1938-39, 1947-48, 1952-53, 1953-54 and 1954-55?
- 3. What has generally been the effect of revision of the freight structure in 1948 on the particular industry? Has there been any change in the distance of haul by rail in respect of the finished product and the principal raw materials?
- 4. For the traffic received and despatched by rail, please give the average, longest and shortest distances for haul in respect of principal raw materials and finished products.
- 5. Is the entire quantity of the principal raw materials received by rail? If not please state the proportion received in the mills (i) by rail, (ii) by road in lorries, (iii) in bullock carts, etc., in respect of each raw material.
- 6. Is the entire quantity of finished product despatched from the mills by rail? If not, please state the proportion of despatches by road, river, etc.
- 7. (a) Will you please indicate the average price (1954-55) and the average rail freight paid per maund or ton on each of the principal raw materials? Will you please give the corresponding figures for 1938-39 and 1947-48?
- (b) Will you please indicate the present average price (1954-55) of the finished products at the manufacturing points and at important consuming centres? Will you please give the corresponding figures for 1938-39 and 1947-48?
- 8. Will you please give figures of the despatches of finished products by rail for distances of--
  - (i) 1 to 50 miles
  - (ii) 51 to 100 miles
  - (iii) 101 to 200 miles
  - (iv) 201 to 300 miles
  - (v) 301 to 400 miles
  - (vi) 401 to 500 miles
  - (vii) 501 to 600 miles
  - (viii) 601 to 700 miles
  - (ix) 701 to 800 miles
  - (x) 801 to 900 miles
  - (xi) 901 to 1000 miles
  - (xii) 1001 to 1200 miles
  - (xiii) 1201 to 1500 miles
  - and (xiv) beyond 1500 miles?

### ANNEXURE V to questionnaire—Part I (concld.)

- 9. Additional information for liquids only.—(a) What proportion of the present movements occur in bulk in tank wagons as against movement by ordinary covered wagons in containers? What are the relative economics of movement in bulk and in containers?
- (b) What is the wastage from leakage in each of the two methods of transport?
  - (c) Is any improvement in containers contemplated to reduce leakage?
- (d) As for the traffic received in bulk in tank wagons, is it distributed to the ultimate consuming points in containers? If so, is such distribution affected by the present scales of rates and the distance range of the 'legs' of the telescopic rates?
- 10. Additional information for Sugar Mills only.—(a) Will you please indicate the proportion of sugarcane traffic received by the mills separately by (1) rail and (2) road from within a zone of—
  - (a) 10 miles,
  - (b) 11 to 20 miles,
  - (c) 21 to 30 miles, and
  - (d) beyond?
- (b) In your area, please indicate the average cost of transport per maund of sugarcane by (1) rail and (2) road for distance of 5, 10 and 15 miles. Similarly also indicate the corresponding cost of transport in a pre-war year say, 1938—39.

सत्यमेव जयते

### ANNEXURE VIII to questionnaire-Part I.

### Agricultural produce

- 1. Will you please indicate the total yield of the crops in your area during 1938-39, 1947-48, 1952-53, 1953-54 and 1954-55?
- 2. What has generally been the effect of the revision of the freight rate structure in 1948, and subsequently in 1953 on the movement of the crop by rail? Has there been any change in the distance of haul by rail?
- 3. Is the entire surplus crop moving by rail? If not, what proportion moves by (i) road in carts and lorries, and (ii) river or canal?
- 4. Will you please indicate the average prices (1954-55) at the more important produce markets in your area and the extent to which rail freight enters into these prices?
- 5. Will you please give figures of despatches of the crop by rail from your areas for distances of—
  - (i) 1 to 50 miles
  - (ii) 51 to 100 miles
  - (iii) 101 to 200 miles
  - (iv) 201 to 300 miles
  - (v) 301 to 400 miles
  - (vi) 401 to 500 miles
  - (vii) 501 to 600 miles
  - (viii) 601 to 700 miles
    - (ix) 701 to 800 miles
    - (x) 801 to 900 miles
  - (xi) 901 to 1,000 miles
  - (xii) 1,001 to 1,200 miles
  - (xiii) 1,201 to 1,500 miles
  - and (xiv) beyond 1,500 miles

### ANNEXURE VII to questionnaire—Part I.

### Principal grades of coal and coke and products of mines

- 1. Will you please give figures of total production during 1938-39, 1947-48 1952-53, 1953-54 and 1954-55?
- 2. Will you please state the average price at pitsmouth during the years mentioned above?
- 3. What has generally been the effect of the revision of the freight rates in 1948 on the movement of traffic by rail? In particular, can you give an idea of any change that has taken place in the distance of movement by rail and the quantum of traffic involved? For coal will you please indicate also the effect of the revision of the freight rate in 1952?
- 4 Will you please indicate the quantum of traffic at present moving by rail for distances of—
  - (i) 1 to 50 miles
  - (ii) 51 to 100 miles
  - (iii) 101 to 200 miles
  - (iv) 201 to 300 miles
  - (v) 301 to 400 miles
  - (vi) 401 to 500 miles
  - (vii) 501 to 600 miles
  - (viii) 601 to 700 miles
    - (ix) 701 to 800 miles
    - (x) 801 to 900 miles
    - (xi) 901 to 1,000 miles
  - (xii) 1,001 to 1,200 miles
  - (xiii) 1,201 to 1,500 miles
  - and (xiv) beyond 1,500 miles?
- 5. Please indicate the quantity of traffic at present moving by rail-cum-sea route.
- 6. Will you please indicate the quantity of traffic moving by road for distances of—
  - (i) 1 to 50 miles
  - (ii) 51 to 100 miles, and
  - (iii) beyond 100 miles?
- 7. Will you please briefly give reasons why, if any, traffic is moving by road and also give the comparative costs of movement by rail and road for distances of (i) 50 miles and (ii) 100 miles?



### Questionnaire—PART II

- 1. (a) Will you please indicate to what extent traders book commodities at owner's risk rates and to what extent they book them at railway risk rates?
- (b) Will you please indicate the names of commodities which traders prefer to book at higher railway risk rates where alternative owner's risk rates are available?
- (c) Has there been any change of practice in this respect compared with the pre-war period?
- 2. (a) To what extent do traders resort to private insurance as an alternative to or in addition to booking at railway risk rates, and for what reasons?
- (b) What kinds of risk are covered by private insurance? Please indicate also the rate of premium on the value of goods where they are privately insured.
- (c) To what extent has there been a shift during the two periods 1945-50 and 1950-55 in favour of, or against, private insurance as compared with booking at railway risk rates; if so, in respect of what commodities and under what categories of risk cover?
- 3. In regard to goods booked at owner's risk rates, what proportion of the traffic is covered by private insurance? Has there been a shift during the two periods 1945-50 and 1950-55 in favour of, or against, private insurance? If so in respect of what commodities?
- 4. (a) Has there been a marked increase in the payment of compensation claims by railways after the last war; if so, please name the principal commodities in respect of which such an increase has taken place. If possible, the answer may be given with reference to quinquennial periods, 1940–45, 1945–50 and 1950–55.
- (b) Will you please give, with reference to these commodities, the quantum of increase in the volume of traffic and the relative prices of the commodities compared with the pre-war period and the periods indicated above?
- 5. (a) In respect of compensation claims paid by railways, please state the quantum of payment arising from—
  - (i) thefts and pilferages;
  - (ii) misdespatch;
  - (iii) deterioration due to delay in transit;
  - (iv) fall in prices owing to delay in transit;
  - (v) damage to consignment due to rough shunting and rough handling;
  - (vi) leakage and damage due to wet;
  - (vii) any other well defined cause;

and the proportion in each case.

- (b) Will you please indicate separately, in respect of the above, the value of claims preferred and the quantum of payment made by railways?
- (c) In respect of compensation claims rejected by railways, please give a similar breakdown as in (a) above.
- 6. In regard to compensation claims rejected by railways, please state the principal commodities generally involved and give a rough estimate of the value of claims preferred in respect of each of these commodities.

### ANNEXURE II (Contd.)

(2) Copy of questionnaire Parts II and III issued by the Railway Freight Structure Enquiry Committee.



### 68,444

It will be appreciated if the reply to the questionnaire, is sent not later than the 31st December 1955.

It will facilitate the work of the Committee if, in sending your reply, you will please answer each question on a separate sheet of paper and send 12 copies thereof.

Your replies are requested only in respect of those questions which deal with matters within your special knowledge or which pertain to your business, trade or industry.

Your attention is specially invited to supplementary question 16 (A), which forms part of Questionnaire Part I-A, appearing separately on the last page, and you are requested to furnish your answer to this question also.

- 1. (a) Will you please indicate to what extent traders book commodities at owner's risk rates and to what extent they book them at railway risk rates?
- (b) Will you please indicate the names of commodities which traders prefer to book at higher railway risk rates where alternative owner's risk rates are available?
- (c) Has there been any change of practice in this respect compared with the pre-war period?
- 2. (a) To what extent do traders resort to private insurance as an alternative to or in addition to booking at railway risk rates, and for what reasons?
- (b) What kinds of risk are covered by private insurance? Please indicate also the rate of premium on the value of goods where they are privately insured.
- (c) To what extent has there been a shift during the two periods 1945-50 and 1950-55 in favour of, or against, private insurance as compared with booking at railway risk rates; if so, in respect of what commodities and under what categories of risk cover?
- 3. In regard to goods booked at owner's risk rates, what proportion of the traffic is covered by private insurance? Has there been a shift during the two periods 1945-50 and 1950-55 in favour of, or against, private insurance? If so in respect of what commodities?
- 4. (a) Has there been a marked increase in the payment of compensation claims by railways after the last war; if so, please name the principal commodities in respect of which such an increase has taken place. If possible, the answer may be given with reference to quinquennial periods, 1940–45, 1945–50 and 1950–55.
- (b) Will you please give, with reference to these commodities, the quantum of increase in the volume of traffic and the relative prices of the commodities compared with the pre-war period and the periods indicated above?
- 5. (a) In respect of compensation claims paid by railways, please state the quantum of payment arising from—
  - (i) thefts and pilferages;
  - (ii) misdespatch;
  - (iii) deterioration due to delay in transit;
  - (iv) fall in prices owing to delay in transit;
  - (v) damage to consignment due to rough shunting and rough handling;
  - (vi) leakage and damage due to wet;
  - (vii) any other well defined cause;

and the proportion in each case.

- (b) Will you please indicate separately, in respect of the above, the value of claims preferred and the quantum of payment made by railways?
- (c) In respect of compensation claims rejected by railways, please give a similar breakdown as in (a) above.
- 6. In regard to compensation claims rejected by railways, please state the principal commodities generally involved and give a rough estimate of the value of claims preferred in respect of each of these commodities.

7. (a) The railway's liability in respect of defectively packed goods, and animal or goods carried or deemed to be carried at owner's risk rates, has been extended to cover cases of negligence in addition to cases of misconduct, as a result of the Indian Railways (Amendment) Act of 1949.

What benefit has the trading public derived from the new provisions of th law?

- (b) To what extent have these provisions operated to the disadvantage of the railways? If the provisions have operated to the disadvantage of the railways would you recommend the narrowing of the difference between the owner's ris rates and the railway risk rates?
- 8. The present practice is to quote only railway risk rates for certain com modities whether moving in smalls or wagon loads. For other commodities railway risk and owner's risk rates are both quoted whether moving i smalls or in wagon loads. For yet other commodities, the sender has the option of either of the two rates when the consignment is in smalls but not in wagon loads. For a further set of commodities, the sender has the option of the two rates whe the consignment is in wagon loads only. Have you any comments or suggestion to offer in regard to this practice?
- 9. In the case of commodities where both railway risk and owner's risk rate are quoted, the difference between the two sets of rates varies widely from commodity to commodity. Have you any comments to make on the disparity between the two sets of rates?
- 10. Do you consider it desirable to withdraw, either altogether or for particula commodities, the alternative owner's risk classification existing at present? If so would you suggest any change in the railway risk classification?

If you advocate the withdrawal of owner's risk classification, would you sugges an exception being made in the case of wagon loads where wagon load schedule are quoted? In case this exception is recommended, would you suggest alternativ railway risk rates also being quoted for traffic in wagon loads?

- 11. If you recommend that the owner's risk rates be completely withdrawn do you suggest the same principle being extended to commodities coming unde the "excepted" category; if so, do you agree to an adequate enhancement in the rates for commodities in the "excepted" category to be removed from owner' risk classification and included in the railway risk classification?
- 12. It has been suggested that railways should accept goods for transport a railway risk rates only, but, if a trader offers to relieve the railways of a portion o the risk, he should be allowed a certain reduction in rate. Do you agree with thi view and, if so, please indicate the nature and extent of the risk which the railway may be relieved of. What consequential reduction in rates would you suggest it such cases?
- 13. A large number of dangerous goods are carried only at railway risk. It some cases, commodities like safety matches, paints and varnishes are carried either at railway risk or at owner's risk rates, the owner's risk rates providing for a relaxation in packing conditions. Would you like this practice to be continued?

- 14. In your opinion, are the conditions laid down for execution of forwarding notes under Section 72-A of the Indian Railways Act, 1890, in respect of animals or goods carried on a railway, satisfactory and, if not, what changes would you recommend in the law?
- 15. Have you any comments to offer or suggestions to make regarding the present standard packing conditions in general or regarding special conditions of packing applying to particular commodities?
- 16. In the case of certain commodities, packing conditions have been notified, and these commodities are not accepted for booking by railways unless the prescribed conditions have been fulfilled. In the case of certain other commodities, while the packing conditions are prescribed, the consignments tendened for carriage are accepted even though the prescribed conditions are not conformed to, if the exact nature of the defect is recorded by the sender in the forwarding note. In view of the increasing industrial skill in the country, would you recommend the extension of compulsory packing conditions to more commodities and, if so, please suggest the names of the commodities to be included.
- 17. (a) Have you any suggestions to make regarding the prevision of warehouse facilities for storage of goods prior to despatch or after delivery? Are you aware of any schemes for providing such facilities on a planned basis either by private business or co-operative bodies or the railways?
- (b) Would you suggest that such a scheme should be taken up and, if so, which body or bodies would you recommend for carrying out a scheme of this kind?
- 18. (a) Under Section 72 of the Indian Railways Act, 1890, the responsibility of the railway administration for loss, destruction or deterioration of an mals or goods delivered to the railways for carriage is that of a bailee as provided for by the Indian Contract Act, 1872. Are you in favour of the continuance of this provision; if not, what in your view should be the extent of the liability which the railways should assume?
- (b) It has been suggested that the railways' liability, instead of being that of a 'bailee', should be that of a common carrier, which, in effect, would make the railways 'insurers' of goods carried by them. Would you advocate this change and, if so, would you indicate the nature and extent of the risk that would be assumed by the railway on account of this change?
- 19. It is stated that the bulk of the claims for compensation arises directly or indirectly from thefts and pilferages. What steps would you suggest should be adopted by the railways, the State Governments, the Union Government and by the public, to meet the situation?
- 20. On the basis of compensation claims paid by railways during 1954-55, can you give a rough estimate of the additional amount that will have to be paid if railways are treated as common carriers, thereby becoming virtual insurers, instead of being merely bailess as at present? Will you please give the figures separately for running train thefts and other causes? Are there any commodities where the incidence of running train thefts is particularly high?
- 21. Have you any general observations to make regarding claims made and claims paid?

### Ouestionnaire PART III

- 1. (a) Sections 41 and 42 of the Indian Railways Act, 1890, define the functions of the Railway Rates Tribunal. Have you any suggestions to make regarding the widening of these functions or restricting them?
- (b) It has been suggested that it would be in the public interest if the Railway Rates Tribunal is given the power to initiate investigations in regard to freight rates. Would you favour such a suggestion?
- (c) If you recommend the restriction or narrowing down of the powers of the Tribunal as laid down in Sections 41 and 42 of the Indian Railways Act, 1890, would you suggest that the powers so taken away from the Tribunal be conferred on some other body? By whom would these functions be exercised and in what manner?
- 2. Sub-section (2) Section 42 of the Indian Railways Act, 1949, provides that the Central Government alone will have power to reduce the level of class rates, while Sub-section (1) of the same section provides that the Tribunal alone shall have power to reclassify a commodity in a higher class, but only on application made by the Central Government. Under these provisions, if Government is to raise additional revenue from goods traffic, it has to apply to the Tribunal and obtain its approval to raise the rates on a particular commodity by classifying it in a higher class. Otherwise it has to raise rates on all goods in a particular class. Do you consider this position satisfactory; if not, what suggestions have you to make?
- 3. It has been suggested that the Central Government may be given the power to reclassify any commodity in a higher class without prior reference to and approval by the Railway Rates Tribunal and that, in such cases, the trade can appeal to the Tribunal if the reclassification is unreasonable. Have you any comments to make on this suggestion?
- 4. Have you any comments to make on the rules of procedure which have been adopted by the Railway Rates Tribunal?
- 5. It has been stated that there is great delay in obtaining decisions from the Railway Rates Tribunal by the parties concerned. Do you agree with this statement and, if so, what suggestions would you make to expedite the adjudication of cases by the Tribunal?
- 6. It is stated that the actual cost to the parties for obtaining a case adjudicated by the Railway Rates Tribunal is very high. Do you agree with this statement and, if so, what remedy would you suggest?
- 7. The Indian Railways Act, 1890, provides in Section 44, Sub-section (2) (e), that any party shall be entitled to be heard in person or by a representative duly authorised in writing or by a legal practitioner. The records show that the privilege of appearing in person or by a duly authorised representative has never been exercised by the parties concerned, apart from the railways. How do you account for this fact? Do you consider that there is anything in the procedure or in the nature of the enquiry which prevents any party appearing directly and arguing his case?
- 8. Have you any remarks or suggestions to make regarding the constitution, and the qualification for membership, of the Tribunal as prescribed by the Indian Railways Act, 1890? If you desire any modification in the qualification for membership of the Tribunal, what is your suggestion and how would you justify it?

- 9. Do you suggest any increase or decrease in the number of members of the Tribunal?
- 10. (a) The Tribunal, consisting of three members with legal experience, is now assisted by assessors chosen from two panels, (i) the trade, industry and agriculture panel, and (ii) the railway panel. Do you consider the system of associating assessors with the Tribunal fulfils the purpose which was intended, namely, to have at the disposal of the Tribunal the experience and knowledge of the trade and of the railways?
- (b) Do you consider the system of formation of the panels and the choosing of assessors from these panels for individual cases satisfactory? If you do not consider the system satisfactory, what suggestions have you to make?
- 11. It has been suggested that there should be an independent body which will have the power of fixing freight rates and dealing with complaints arising therefrom. Do you approve of this suggestion and, if you do, would you make a difference between matters affecting rates which should be dealt with by an independent non-judicial body, and matters which would be suitable for decision by a judicial body? What should be the composition of these bodies?

In either case, how would you reconcile the powers given to one or the other of the bodies with the ultimate power of control over the budget exercised by Parliament?

12. It has been stated that, since the railways are now entirely Government undertakings functioning under parliamentary control, the necessity for a judicial body like the Railway Rates Tribunal for adjudication of disputes regarding freight rates does not exist. Do you agree with this view? In case you do not favour the continuance of a judicial body like the Railway Rates Tribunal, would you suggest the constitution of an advisory body on the analogy of the Tariff Commission?

### SUPPLEMENTARY QUESTION TO PART I-A

- 16. (A) Have you any comments or suggestions in regard to wagon load conditions generally and in particular in regard to—
  - (i) the existing minimum weight conditions applicable to different commodities in the light of their comparative weights with reference to volume (e.g., Bran and Reinforced concrete have the same minimum weight conditions); and
  - (ii) the varying ratios between the minimum weight for wagons on different gauges for different commodities.



### ANNEXURE III

List showing names and addresses of parties who sent replies to Questionnaire Part I (A & B) and Parts II & III issued by the Railway Freight Structure Enquiry Committee

Serial No.	Name	Address
	A-CHAMBERS OF COMMERCE	
	ANDHRA	
1	Andhra Chamber of Commerce	Andhra Chamber Building, 272-273, Angappa Naick Street, Madras-1.
	ASSAM	
2	Assam Chamber of Commerce	Shillong (Assam).
3	Darrang Chamber of Commerce	Tezpur (Assam).
4	Eastern Assam Chamber of Commerce.	Dibrugarh (Assam).
5	National Chamber of Commerce	Tinsukia (Assam).
	BIHAR	THI
6	The Bihar Chamber of Commerce	Judge's Court Road, P. O. Box No. 71, Patna-1.
	ВОМВАУ	(87)(3)
7	Bombay Chamber of Commerce and Industry.	Mackinnon Mackenzie Building, Ballard Estate, P. O. Box No. 473, Bombay-1.
8	The Indian Merchants' Chamber	Lalji Haranji Memorial, Indian Merchants' Chamber Building, 76, Veer Nariman Road, Churchgate, Bombay-1.
	DELHI	
9	Federation of Indian Chambers of Commerce and Industry.	28, Ferozshah Road, New Delhi-1.
10	Punjab and Delhi Chamber of Commerce.	Scindia House, Curzon Road, P. O. Box No. 130, New Delhi-1.
	KUTCH	
11	Chamber of Commerce	Gandhi Dham.
	MADRAS	
12	Indian Chamber of Commerce	Indian Chamber Buildings, Tuticorin (S. India).
13	The Kanara Chamber of Commerce	P. O. Box No. 116, Bunder, Mangalore.
14	The Malabar Chamber of Commerce	Kozhikode (Ex-Calicut).

A—CHAMBERS OF COMMERCE —concid.  MADRAS—concid.  The Southern India Chamber of Commerce.  The Tamil Chamber of Commerce  Tuticorin Chamber of Commerce  The Virudhunagar Chamber of Commerce, Ltd.  MYSORE  The Karnatak Chamber of Commerce The Mysore Chamber of Commerce  RAJASTHAN  Jaipur Chamber of Commerce  Rajasthan Chamber of Commerce and Industry.  TRAVANCORE-COCHIN  Chamber of Commerce  Trichur.	Buildings ',
The Southern India Chamber of Commerce.  The Tamil Chamber of Commerce Tuticorin Chamber of Commerce The Virudhunagar Chamber of Commerce  MYSORE The Karnatak Chamber of Commerce The Wasore Chamber of Commerce RAJASTHAN Jaipur Chamber of Commerce Rajasthan Chamber of Commerce Rajasthan Chamber of Commerce Rajasthan Chamber of Commerce TRAVANCORE-COCHIN	Buildin <b>g</b> s ',
merce.  Esplanade, Madras-1.  The Tamil Chamber of Commerce  Tuticorin Chamber of Commerce  The Virudhunagar Chamber of Commerce, Ltd.  MYSORE  The Karnatak Chamber of Commerce  The Mysore Chamber of Commerce  RAJASTHAN  Jaipur Chamber of Commerce  Rajasthan Chamber of Commerce  Rajasthan Chamber of Commerce  Rajasthan Chamber of Commerce  TRAVANCORE-COCHIN	Buildings',
Tuticorin Chamber of Commerce  The Virudhunagar Chamber of Commerce, Ltd.  MYSORE  The Karnatak Chamber of Commerce The Mysore Chamber of Commerce  RAJASTHAN  Jaipur Chamber of Commerce  RAJASTHAN  Jaipur Chamber of Commerce  Rajasthan Chamber of Commerce and Industry.  TRAVANCORE-COCHIN	
The Virudhunagar Chamber of Commerce, Ltd.  MYSORE  The Karnatak Chamber of Commerce The Mysore Chamber of Commerce  RAJASTHAN  Jaipur Chamber of Commerce  Rajasthan Chamber of Commerce Travancore Commerce and Industry.  TRAVANCORE-COCHIN	1.
merce, Ltd.  MYSORE  The Karnatak Chamber of Commerce The Mysore Chamber of Commerce  RAJASTHAN  Jaipur Chamber of Commerce  Rajasthan Chamber of Commerce and Industry.  TRAVANCORE-COCHIN	).
The Karnatak Chamber of Commerce The Mysore Chamber of Commerce  RAJASTHAN Jaipur Chamber of Commerce Rajasthan Chamber of Commerce TRAVANCORE-COCHIN  Hubli, (District Dharwar.)  Kempegowda Road, Bangalore-1.  Johri Bazaar, Jaipur City.  Johri Bazaar, Jaipur City.	
The Mysore Chamber of Commerce Kempegowda Road, Bangalore-1.  RAJASTHAN  Jaipur Chamber of Commerce Johri Bazaar, Jaipur City.  Rajasthan Chamber of Commerce and Industry.  TRAVANCORE-COCHIN	
RAJASTHAN  Jaipur Chamber of Commerce Johri Bazaar, Jaipur City.  Rajasthan Chamber of Commerce and Industry.  TRAVANCORE-COCHIN	
Jaipur Chamber of Commerce Johri Bazaar, Jaipur City.  Rajasthan Chamber of Commerce and Industry.  TRAVANCORE-COCHIN	
Jaipur Chamber of Commerce Johri Bazaar, Jaipur City.  Rajasthan Chamber of Commerce and Industry.  TRAVANCORE-COCHIN	
Rajasthan Chamber of Commerce and Johri Bazaar, Jaipur City.  TRAVANCORE-COCHIN	
TRAVANCORE-COCHIN	
23 Chamber of Commerce Trichur.	
1	
UTTAR PRADESH	
24 Upper India Chamber of Commerce Post Box No. 63, Kanpur.	
WEST BENGAL	
The Bengal Chamber of Commerce and Post Box No. 280, Royal Exchange, Cal Industry.	lcutta-1.
26 Bengal National Chamber of Commerce P-11, Mission Row Extension, Calcutta-1	1.
27 Bharat Chamber of Commerce State Bank Building, Burra Bazar Calcutta-7.	Branch,
28 Indian Chamber of Commerce India Exchange, Calcutta-1.	
B-ORGANISATIONS OTHER THAN CHAMBERS OF COMMERCE	
ANDHRA	
The Guntur District Lime Fruit Grow- ers' and Exporters' Association.  Morrispet, Tenali, Guntur District.	

Serial No.	Name	Address
	B—ORGANISATIONS OTHER THAN CHAMBERS OF COMMERCE—contd.	
	BHOPAL	
2	The Bhopal Sugar Industries Ltd	Sehore.
	BIHAR	
3	Indian Coal Merchants' Association	P. O. Jharia, Manbhum.
	ВОМВАУ	
4	The Ahmedabad Millowners' Association.	Navrangpura, P. O. Box No. 7, Ahmedabad-1.
5	Alembic Chemical Works Company Ltd.	Gorwa Road, Baroda-3.
6	The All India Manufacturers' Association.	Industrial Assurance Building, Churchgate, Fort, Bombay-1.
7	All India Non-Ferrous Metalware Manufacturers' Association.	Liberty Building, Marine Lines, Bombay-1.
• 8	All India Starch Manufacturers' Association.	12, Rampart Row, Bombay-1.
9	Bharat Barrel and Drum Manufacturing Co., Ltd.	95, Ferguson Road, Lower Parel, Bombay-13.
10	The Bombay Charcoal Merchants' Association.	Coal Depot, Sewri, Bombay-15.
11	The Bombay Hessian and Gunny Merchants' Association Ltd.	67, Kazi Sayed Street, Bombay-3.
12	The Bombay Oilseed Crushers' Association.	Scindia House, Post Box No. 409, Bombay-1.
13	The Bombay Oilseeds Exchange Ltd.	Jenabai Building, Musjid Bunder Road, Bombay-3.
14	Bombay Salt Merchants' and Shilotries' Association.	583, Chira Bazaar, Bombay.
15	The Bombay Sheep and Goat Merchants' Association.	Sojat Marwar (Rajasthan).
16	The Bombay, Shroff's Association Ltd.	233, Shroff Bazaar, Bombay-2.
17	The Co-operative Fruit Sale Societies & Fruit Growers' Association	East Khandesh, Bhusawal.
18	The Cotton Textiles Export Promotion Council.	Cecil Court, Fourth Floor, 26, Lansdowne Road, Apollo Bunder, Bombay-1.
19	The East India Cotton Association Ltd	Cotton Exchange, Marwari Bazaar, Bombay-2.
20	The Federation of Gujarat Mills and Industries.	Vithal Nivas, Gendigate Road, Baroda-1.

Serial No.	Name	Address
	B—ORGANISATIONS OTHER THAN CHAMBERS OF COMMERCE—contd.	
	BOMBAY—concld.	
21	The Grain and Oilseeds Merchants' Association.	72/80, Masjid Bunder Road, Bombay-3.
22	Gujarat Vepari Mahamandal	Khanpur, Ahmedabad-1.
23	Indian Machine Tool Manufacturers' Association.	Ewart House, Bruce Street, Fort, Bombay-1.
24	The Indian National Steamship Owners' Association.	Scindia House, Ballard Estate, Bombay.
25	The Indian Road and Transport Development Association.	27, Bastion Road, Bombay-1.
26	The Indian Salt Manufacturers' Association.	C/o. Tata Chemicals Ltd., Bombay House, Bruce Street, Fort, Bombay.
27	Maize Products Ltd	Post Box No. 1072, Ahmedabad-2.
28	The Millowners' Association	Elphinstone Building, Veer Nariman Road, Post Box No. 95, Bombay-1.
29	Oil Industry Supply Committee	Burmah Shell House, Ballard Estate, Post Box 688, Bombay-1.
30	Tata Chemicals Ltd	Bombay House, 24, Bruce Street, Fort, Bombay-1.
31	The Vanaspati Manufacturers' Association of India.	India House (5th Floor), Fort Street, Bombay-1.
32	The Wallace Flour Mills	9, Wallace Street, Fort, Bombay.
	DELHI	
33	All India Distillers' Association	H-37, Connaught Circus, New Delhi-1.
34	The All India Food Preservers' Association.	New Delhi.
35	The Atlas Cycle Industries Ltd	Sonepat, (Near Delhi).
36	The D. C. M. Chemical Works	P. O. Box No. 1211, Delhi.
	MADHYA BHARAT	
37	The Gwalior Rayon Silk Manufacturing (Wvg) Co. Ltd.	P. O. Birlagram, Nagda, (W. Railway).
38	The Madhya Bharat Millowners' Association.	9. South Tokoganj, Indore.
39	The Slate Pencil Supplying Agency	Mandsaur, Madhya Bharat.
	MADHYA PRADESH	
40	M. P. Minerals Industry Association	Nagpur.

Serial No.	Name	Address
***************************************	B—ORGANISATIONS OTHER THAN CHAMBERS OF COMMERCE—contd.	
	MADRAS	
41	Messrs. Burmah-Shell Oil Storage and Distributing Co. of India Ltd.	Burmah-Shell House, Esplanade, Post Box No. 157, Madras-1.
42	The Century Flour Mills Ltd	221, Govindappa Naick Street, Post Box No. 1558, Madras-1.
43	The Commonwealth Trust Ltd	Calicut-1 (Malabar).
44	Glaxo Laboratories (India) Ltd.	Woods Road, Madras-2
45	The Mettur Chemical and Industrial Corporation Ltd.	Mettur Dam, R. S. (Salem District).
46	The Madras Chillies Merchants' Association.	18, Chinnathambi Mudaly Street, Madras-1.
47	The Madras Piecegoods Merchants' Association.	100, Godown Street, George Town, Madras-1.
48	The Madras Provincial Foodgrains Merchants' Association.	40, Anderson Street, Madras-I
49	Madras Provincial Handloom Cloth Merchants' Association.	Post Box No. 1598, 65, Armenian Street, Madras-1.
50	The Malabar Produce Merchants' Association.	Kozhikode-1.
51	The Salt Manufacturers' and Merchants' Association.	Tuticorin, (S. India).
52	The South India Flour Mills Ltd	49/52, North Beach Road, Madras-1.
53	The South Indian Plywood Manufacturers' Association.	Feroke (S. Malabar).
54	The Tamilnad Foodgrains Merchants' Association Ltd.	7, Swami Sannadhi Lane, East Masi Street, Mathurai.
55	Tax Payers' Association	Virudhunagar.
56	The United Planters' Association of Southern India.	Post Box No. 11, Coonoor (S. India).
57	The West Coast Industrialists' Association.	Empress Hotel Road, Kozhikode-1.
	MYSORE	
58	Bangalore Trades Association	15-F, St. Mark's Road, Bangalore.
59	The Mysore Iron & Steel Works	Bhadravati (South India).
60	The Mysore Starch Manufacturing Company.	K. G. F. Road, Bangarapet, Mysore.

Serial No.	Name	Address
***************************************	B—ORGANISATIONS OTHER THAN CHAMBERS OF COMMERCE —contd.	
	PEPSU	
61	The Bhupendra Flour Mills Ltd	Bhatinda.
62	Patiala Flour Mills Co. Ltd	Patiala.
	PUNJAB	
63	Ludhiana Cycle Parts Suppliers' Association.	Millerganj, Ludhiana.
64	Northern India Flour Mills Association	Amritsar.
65	M/s. Rattan Chand Harjasrai (Plastics) Ltd.	Guru Bazaar, Amritsar.
66	The Textiles Manufacturers' Association	Post Box No. 79, Queen's Road, Amritsar.
	RAJASTHAN	htt i
67	Associated Stone Industries (Kotah) Ltd.	Ramganj Mandi.
68	Jain Metal Works	Nagaur (Rajasthan).
69	Marble Traders' Association	Makrana (Rajasthan).
	SAURASHTRA	ाव जयते
70	The Parshuram Pottery Works Ltd	Morvi.
71	Porbandar Industrial Association	Porbandar.
72	The Saurashtra Inland Salt Manufact-turers' Association.	Dhrangadhra (Saurashtra).
	TRAVANCORE COCHIN	
73	The Cochin State Tile Manufacturers' Association.	Manaly, Pudukad Post, Travancore-Cochin State.
74	Laxmi Starch Factory Ltd	Kundara (Travancore-Cochin) S. Railway.
	UTTAR PRADESH	
75	Electric Goods Manufacturers' Association.	Ashok Buildings, Near Ramlila Ground, Aligarh (U.P.)
76	Ganges Flour Mills	365, Harrisganj, Kanpur.
77	J. K. Iron and Steel Co. Ltd	Kamala Tower, Kanpur.
78	The Lucknow Merchants' Association.	Association Building, Park Gunge Nawab, Aminabad, Lucknow.

Seria No		Address
	B—ORGANISATIONS OTHER THAN CHAMBERS OF COMMERCE—contd.	
	UTTAR PRADESH—concld.	
79	The Upper India Couper Paper Mills Co. Ltd.	Lucknow.
80	U. P. Fruit Products Manufacturers Association.	138, Rasulabad, Cavalry Lines, Allahabad.
	WEST BENGAL	
81	Bengal Glass Manufacturers' Association.	P-11, Mission Row Extension, Calcutta-1.
82	Bengal Oil Mills' Association	156, Upper Circular Road, Calcutta-6.
83	Bengal Paper Mill Co. Ltd	21, Netaji Subhas Road, Calcutta-1.
84	Beni Engineering Works Ltd.	1, Crooked Lane, Calcutta-1.
85	The Birla Jute Manufacturing Company Ltd.	8, Royal Exchange Place, Calcutta-1.
86	M/s. Burn & Co. Ltd.	12, Mission Row, Calcutta-1.
87	Calcutta Flour Mills' Association	Royal Exchange, Calcutta-1.
88	Calcutta Grain, Oil-seed and Rice Association.	Royal Exchange, Post Box No. 280, Calcutta-1.
89	Calcutta Kirana (Spices) Merchants' Association.	29, Armenian Street (1st Floor), Calcutta-1.
90	Calcutta Rice Mills' Association	P-11, Mission Row Extension, Calcutta-1.
91	Calcutta Yarn Merchants' Association.	89, Cross Street, Calcutta-7.
92	Coal Consumers' Association of India.	India Exchange (7th Floor), Calcutta-1.
93	Engineering Association of India	India Exchange, Calcutta-1.
94	Hindusthan—Pilkington Glass Works, Ltd.	Hindusthan Buildings, 4, Chittaranjan Avenue, Calcutta-13.
95	The Imperial Tobacco Co. of India Ltd.	37, Chowringhee, Virginia House, Calcutta.
96	F 11	India Exchange (7th Floor), Calcutta-1.
)7	Indian Engineering Association	Royal Exchange, Post Box 280, Calcutta-1.
98	(m) = 41	12, Mission Row, Calcutta-1.
9	The Indian Iron and Steel Co., Ltd. (Kulti Works).	12, Mission Row, Calcutta.
00 1	Indian Mining Association	Royal Exchange, Calcutta-1.

Serial No.	Name	Address
	B—ORGANISATIONS OTHER THAN CHAMBERS OF COMMERCE—concld.	
	WEST BENGAL—concld.	
101	Indian Mining Federation	Royal Exchange, Post Box No. 280, Calcutta-1.
102	Indian Non-ferrous Metal Manufacturers' Association.	"India Exchange" (8th Floor), Calcutta-1.
103	Indian Paper Makers' Association	Royal Exchange, Post Box No. 280, Calcutta.
104	Indian Paper Mills' Association	"India Exchange", (8th Floor), Calcutta-1.
105	Indian Produce Association	402, Upper Chitpur Road, Calcutta-7.
106	Indian Rope Manufacturers' Association.	"India Exchange", Calcutta-1.
107	Indian Strawboard Manufacturers' Association.	State Bank Building, Burra Bazar Branch, Calcutta-7.
108	The Indian Sugar Mills' Association	"India Exchange", Calcutta-1.
109	Indian Tea Association	Royal Exchange, Calcutta-1.
110	The Indian Tea Planters' Association	Post Box No. 74, Jalpaiguri.
111	Indian Union Minerals' Association	4, Netaji Subhas Road, Calcutta-1.
112	Messrs MacNeill & Barry Ltd. (Managing Agents: Joint Steamer Companies).	2, Fairlie Place, Calcutta-1.
113	The Metal Box Company of India, Ltd.	Barlow House, Chowringhee, Calcutta-20.
114	Paint Federation	Royal Exchange, Calcutta-1.
115	Messrs Sahu Jain Limited	11, Clive Row, Calcutta-1.
	C—M. Ps. AND INDIVIDUALS ANDHRA	
1		Kakinada.
	BIHAR	
2	Shri. Mithileshwar Pershad Shukla, 6th Year (Economics), Langat Singh College.	Muzzaffarpur
	BOMBAY	
;	Shri. G. D. Somani, M. P. and Shri B. D. Somani.	Bombay.
4	Shri. N. D. Vakharia, Advocate	Bombay.

Serial No.	Name	Address
	C-M. Ps. AND INDIVIDUALS—concid.	
	DELHI	
5	Shri. Algurai Shastri, M. P.	New Delhi.
6	Shri, S. R. Rane, M. P	62-A, North Avenue, New Delhi.
7	Shri. Sarangadhar Das, M. P.	. 21, Canning Lane, New Delhi.
8	Shri. Tulsidas Kilachand, M. P.	11, Clive Road, New Delhi.
	MADHYA PRADESH	
9	Shri, C, D. Naidu	Asst. Operating Superintendent (Retire1), S. E. Railway, Nagpur.
	MADRAS	
10	Shri, C. R. Krishna Rao	. Retired District and Sessions Judge and Advocate, Madras.
11	Shri, G. Ranga Raju	. 73, Lawder's Gate Road, Vepery, Madras-7.
	MYSORE	TELEVIC
12	Shri, Kanakasabapati Pillai .	5, Aga Alikan Ali Road, Back Portion—2n.1 Block, Bangalore.
	RAJASTHAN	mile and
13	Shri, Mangilall Gupta	Railway Claims Adviser, 196, Main Street, Nasirabad.
	TRAVANCORE-COCHIN	
14	Prof. K. Kesavan Nair, M.A., B.Com. L.L.B.	, Chittoor (T. C.).
	WEST BENGAL	
15	Prof. H. D. Ghosh, M.A	Traffic Consultant, 5, Behary Doctor Road, Bhowanipur, Calcutta.
16	Shri, N. K. Mukherjee	Debagram, Nadia, West Bengal.
17	Shri, S. Sinha	37/1, Circular Garden Reach Road, Calcutta-23.
	D-UNIVERSITIES AND COLLEGES	
	ANDHRA	
1	Dr. V. V. Ramanadham, M.Com (Hons.), Ph.D. (Andhra), Ph.D. (Lond.), Assoc. Inst. T. (Lond.).	Reader in Commerce, Andhra University, Waltair.

Serial No.	Name	Address
	D—UNIVERSITIES AND COLLEGES—concld.	
	вомвач	
2	Basaveshwar College	Bagalkot.
3	Shri. B. M. Ramalingaya	Prof. of Economics, Lingaraj College, Belgaum.
4	J. S. S. Science and Banashankari Arts College.	Dharwar.
5	The Head of the Department of Economics, Karnatak University.	Dharwar.
6	Shri. R. A. Podar	College of Commerce and Economics, Bombay-19.
7	The University of Poona	Poona-1.
	HYDERABAD	
8	Shri. B. Padmanabha Rao, B.Com. (Hons.)., LL.B., M.Com.	Department of Commerce, Osmania University, Hyderabad, Dn.
	MADRAS	NUTUUT
9	University of Madras	Madras,
ļ	MYSORE	( · + ( <b>?-1</b> )
10	College of Commerce	Bangalore.
	UTTAR PRADESH	प्रमेव जयते
11	Meerut College	Meerut.
12	Shri. R. L. Varshney	Lucknow University, Lucknow.
13	Shri. Shiv Dhyan Singh Chouhan	Asst. Professor of Commerce, B. R. College, Agra.
	WEST BENGAL	
14	Dr. M. N. Ghosh	Department of Statistics, Calcutta University, Calcutta.
	E-MINISTRIES OF THE GOVERNMENT OF INDIA	
	MINISTRY OF RAILWAYS AND TRANSPORT	
i	(RAILWAYS)	
1	Railway Board	New Delhi.
2	Railway Rates Tribunal	Adyar House, Madras-28.
3	Burdwan Katwa Railway Co., Ltd	3, Netaji Subhas Road, Calcutta-1.
4	Central Railway	Bombay.

Serial No.	Name	Address
	E-MINISTRIES OF THE GOVERNMENT OF INDIA-contd.	
	MINISTRY OF RAILWAYS AND TRANSPORT—concid.	
	(RAILWAYS)—concld.	
5	Eastern Railway 🛶	Calcutta.
6	Northern Railway	Delhi.
7	North Eastern Railway	Gorakhpur.
8	Southern Railway	Madras.
9	South Eastern Railway	Calcutta.
10	Western Railway	Bombay.
	(TRANSPORT)	
11	The Administrative Officer, Port of Cochin.	Cochin.
12	The Commissioners for the Port of Calcutta.	Calcutta.
13	The Development Commissioner, Kandla Port.	Gandhi Dham (Kutch).
14	Madras Port Trust	Madras.
15	Ministry of Transport	New Delhi.
	MINISTRY OF FOOD AND AGRICULTURE	
16	Directorate-General of Food	New Delhi.
17	Directorate of Marketing and Inspection	New Delhi.
18	Forest Research Institute and College.	Dehra Dun.
19	Indian Central Arecanut Committee	Kozhikode.
20	Indian Central Cocoanut Committee	Ernakulam.
21	Indian Central Cotton Committee	Bombay.
22	Indian Central Jute Committee	Calcutta.
23	Indian Central Oilseeds Committee	New Delhi.
24	Indian Lac Cess Committee	Ranchi (Bihar).
25	Ministry of Agriculture, (Manures and Fertilizer Section).	New Delhi.
26	National Dairy Research Institute	Karnal.

Serial No.	Name	Address
	E-MINISTRIES OF THE GOVERNMENT OF INDIA-concld.	
	MINISTRY OF FOOD AND AGRICULTURE—concld.	
27	The Regional Director (Food), Central Region.	Hyderabad (Dn.).
28	The Regional Director (Food)	Madras.
29	Soil Conservation Officer, Government of India, Research Centre.	Ootacamund.
30	Under Secretary to the Government of India (Ministry of Agriculture).	New Delhi.
	MINISTRY OF COMMERCE AND INDUSTRY	
31	All India Handloom Board	Bombay.
3 <b>2</b>	Coir Board	Ernakulam.
33	Ministry of Commerce and Industry	New Delhi.
34	The Textile Commissioner	Bombay.
	MINISTRY OF PRODUCTION	
35	All India Handicrafts Board	Queensway, New Delhi.
36	Ministry of Production (Chief Executive Officer, Lignite Investigation).	New Delhi.
37	Coal Board	1, Council House Street, Calcutta.
38	Salt Commissioner	Bombay.
	MINISTRY OF WORKS, HOUSING AND SUPPLY	
39	National Buildings Organisation	New Delhi.
<b>4</b> 0	Printing and Stationery Dept	New Delhi.
	MINISTRY OF IRRIGATION AND POWER	
41	Chief Engineer, Hirakud Dam Project.	New Delhi.
42	Damodar Valley Project	New Delhi.
	MINISTRY OF NATURAL RESOURCES AND SCIENTIFIC RESEARCH	
43	Ministry of Natural Resources and Scientific Research.	New Delhi.

Serial No.	Name	Address
	F—STATE GOVERNMENTS AND LOCAL BODIES	
	ANDHRA	
1	Chief Conservator of Forests	Kurnool.
2	Government of Andhra	Kurnool.
	ASSAM	
3	Government of Assam (Transport and Commerce Department).	Shillong.
	BHOPAL	7253
4	Government of Bhopal (Revenue Department).	Bhopal.
	BIHAR	
5	Government of Bihar (Public Works Department—Buildings and Roads).	Patna.
	BOMBAY	(4)
6	Bombay Village Industries Board	Bombay.
7	The Chairman, Municipal Corporation of Greater Bombay.	Bombay.
8	The Joint Registrar for Industrial Co- operatives and Village Industries.	Poona.
9	Municipal Commissioner	Ahmedabad.
	DELHI	
10	Delhi State Government	Delhi.
!	HYDERABAD	
11	Chief Conservator of Forests	Hyderabad (Dn.).
12	Government of Hyderabad (Rural Reconstruction Department).	Hyderabad (Dn.).
	MADRAS	
13	Commissioner, Corporation of Madras.	Madras.
14	Secretary to the Government of Madras (Agricultural Department).	Madras.
-	1	

Serial No.	Name	Address
	F—STATE GOVERNMENTS AND LOCAL BODIES—concid.	
	PUNJAB	
15	Director of Agriculture, Punjab	Ludhiana.
16	Director, Animal Husbandry and Warden of Fisheries, Punjab Govern- ment.	Simla.
17	Excise and Taxation Commissioner, Government of Punjab.	Jullundur City.
18	Secretary to Government of Punjab (Industries Department).	Simla.
19	Secretary to Government (Punjab Capital Project).	Chandigarh.
20	Government of Punjab (Forest Department).	Chandigarh.
	SAURASHTRA	40
21	The Government of Saurashtra (Communications Department).	Rajkot.
	TRAVANCORE—COCHIN	A172A
22	Government of Travancore—Cochin (Department of Industries and Commerce).	Trivandrum.
23	Government of Travancore—Cochin (Revenue Department).	Trivandrum.
	UTTAR PRADESH	
24	Administrator, Municipal Board	Allahabad.
25	Government of Uttar Pradesh (Department of Industries and Commerce).	Lucknow.
26	Government of Uttar Pradesh (Public Works Department).	Lucknow.
27	Uttar Pradesh Fruit Development Board	Lucknow.
	WEST BENGAL	
28	Government of West Bengal (Agriculture, Animal Husbandry and Forests Department).	Calcutta.
	HIMACHAL PRADESH	
29	Government of Himachal Pradesh	Simla.

ANNEXURE IV
List of witnesses who gave oral evidence

Place	Date	Name of the party	Names of the representatives attended
Bangalore	14-6-1956 and 15-6-1956	ber of Commerce.	<ol> <li>Shri. D. N. Hosali, President.</li> <li>Shri. H. Rangachar, M. A., Spokesman.</li> <li>Shri. S. A. Srinivasan, B. Com.</li> <li>Shri. M. V. Narasimhachar.</li> <li>Shri. S. G. A. Naidu.</li> <li>Shri. G. N. Krishnamurthy, M. A., Secretary.</li> </ol>
Bangalore	14-6-1956	Bangalore Trades Association,	<ol> <li>Dr. M. A. Rao, Master.</li> <li>Mr. G. W. Thomas, Honorary Secretary.</li> <li>Shri. P. Kuppuswamy.</li> <li>Shri. G. W. Chandiramani, Spokesman.</li> </ol>
Bangalore	16-6-1956	Mysore Iron and Steel { Works, Bhadravati.	Shri. A. Chikkanna, Chief Accounts Officer.
Calcutta	22-6-1956	Bengal Chamber of Commerce and Industry.	<ol> <li>Shri. H. P. Dasgupta, Indian Paper Makers' Association.</li> <li>Shri. D. Sengupta, Imperial Chemical Industries Ltd.</li> <li>Shri. U. S. Dubey, Guest Keen Williams.</li> <li>Shri. J. C. Bhargava, Concord of India Insurance.</li> <li>Shri. S. Mukherjee, London and Lancashire Insurance.</li> <li>Shri. U. S. Sarkar, Calcutta Regional Council.</li> <li>Shri. I. N. Nish, Secretary, Bengal Chamber of Commerce.</li> </ol>
Calcutta	22 <del>-6</del> -1956	Indian Tea Associa-	<ol> <li>Mr. E. A. Pitcairn, MacNeill and Barry.</li> <li>Mr. J. L. Llewellyn, Deputy Chairman, Indian Tea Association.</li> </ol>
Calcutta	2261956	Indian Tea Planters' { Association, Jalpaiguri.	<ol> <li>Shri. B. C. Ghose.</li> <li>Shri. S. K. Banerjee.</li> </ol>
Calcutta	<b>22-6</b> –1956	Government of Assam, Transport and Communication Department, Shillong	1. Shri. S. K. Mallik. 2. Shri. K. Y. Ranade.

Place		Date	Name of the party	Names of the representatives attended
Calcutta		23-6-1956	Bengal National Chamber of Commerce.	<ol> <li>Shri. S. P. Sen.</li> <li>Dr. N. Sanyal.</li> <li>Prof. S. K. Roy.</li> <li>Shri. J. N. Sen Gupta.</li> <li>Shri. S. R. Biswas, Secretary.</li> </ol>
Calcutta		23-6-1956	Bharat Chamber of Commerce, State Bank Buildings, Burrabazar, Calcutta-7.	<ol> <li>Shri. K. L. Dhandhania, Senior Vice-President.</li> <li>Shri. B. P. Poddar, Junior Vice-President.</li> <li>Shri. R. N. Bangur, ExPresident.</li> <li>Shri. M. K. Mukherjee, J. P.</li> <li>Shri. L. R. Das Gupta, Senior Assistant Secretary.</li> <li>Shri. R. G. Sonthalia.</li> </ol>
Calcutta		23-6-1956	University of Cal- cutta.	Dr. M. N. Ghosh, Department of Statistics, University of Calcutta.
Calcutta	••	24-6-1956	Indian Chamber of Commerce.	<ol> <li>Sir. L. P. Misra.</li> <li>Shri. N. L. Kanoria.</li> <li>Shri. H. M. Jagtiani.</li> <li>Shri. L. L. Bisht, Secretary.</li> </ol>
Calcutta		24-6-1956	Bengal National Chamber of Com-{merce (Second sitting).	<ol> <li>Shri, S. P. Sen.</li> <li>Shri, J. N. Sen Gupta.</li> <li>Dr. N. Sanyal.</li> <li>Prof. S. K. Roy.</li> <li>Shri, S. R. Biswas, Secretary.</li> </ol>
Calcutta	••	24–6–1956	Eastern Railway, Fairlie Place, Calcutta.	<ol> <li>Shri. S. Sarangapani, General Manager.</li> <li>Shri. Kripal Singh, Chief Operating Superintendent.</li> <li>Shri. Anand Mohan, Chief Commercial Superintendent.</li> <li>Shri. B. K. T. Iyengar, Financial Adviser and Chief Accounts Officer.</li> <li>Shri. A. P. Sarkar, Deputy Financial Adviser.</li> </ol>

177
ANNEXURE IV—contd.

Place		Date	Name of the party	Names of the representatives attended
			ſ	1. Shri. N. C. Kapoor, General Manager.
•	ı	04 6 4056		2. Shri. J. S. Mathur, Chief Operating Super- intendent.
v akulla	••	24-6-1956	South-Eastern { Railway.	3. Shri. B. Mazumdar, Chief Commercial Superintendent.
				4. Shri. M. Kamath, Financial Adviser and Chief Accounts Officer.
		ļ	r	1. Shri. K. L. Ojha.
v katta	••	25-6-1956	Owners' Associa-	2. Shri. U. Worah.
			tion, Dhanbad.	3. Shri. M. C. Parekh.
			155	1. Shri. Mohanlal D. Snetta.
· : hili		25-6-1956	Indian Coal Mer-	2. Shri, P. P. Joshi,
			chants' Association, Jharia.	3. Shri. D. N. Kakkar.
				1. Shri. F. N. Sen, President.
			Bengal Glass Manu- facturers' Associa- tion.	2. Shri. O. M. Somany, Honorary Treasurer.
C ib utia	••	25-6-1956		3. Shri. S. J. Savant, Member.
				4. Shri. K. C. Mokerjee, Assistant Secretary.
			(Calling)	1. Mr. A. D. C. Burbridge, Vice Chairman.
C drutta		25-6-1956	Indian Mining Asso-	2. Mr. A. A. G. Weir.
		]	ciation, Calcutta.	3. Mr. R. H. Wright.
			(	1. Shri. G. V. Dorfay.
Colcutta	••	25-6-1956	Paint Federation, Post Box No. 280,	2. Shri. P. Rangaswamy.
			Royal Exchange, Calcutta.	3. Shri. H. D. Ghose.
			ŗ	1. Rai Bahadur G. V. Swaika.
				2. Shri. D. C. Sadhukhan.
				3. Shri. B. P. Paul.
Calcinta		26-6 <b>-</b> 1956	Bengal Oil Mills'	4. Shri. H. L. Goopta.
			Association.	5. Shri. D. N. Sadhukhan.
				6. Shri. N. R. Sadhukhan.
			{	7. Shri. S. K. Har, M. A., Superintendent.
			Calcutta Rice Mills' Association, P-11, Mission Row Ex- tension, Calcutta-1.	1. Shri. B. N. Modi.
Chotta	., į	26-6-1956		2. Shri. M. Chaudhury
				3. Shri, S. R. Chakravarthy.
***************************************				1

Place		Date	Name of the party	Names of the representatives attended
Calcutta  Calcutta		26-6-1956 26-6-1956	Indian Sugar Mills' Association, Calcutta.  Tata Iron and Steel Co., Ltd., Calcutta.	<ol> <li>Shri. S. S. Kanoria, President.</li> <li>Shri. Gulabchand Hirachand.</li> <li>Shri. R. P. Nevatia.</li> <li>Shri. J. S. Mehta, Secretary.</li> <li>Mr. K. J. Cleetus.</li> </ol>
Calcutta	••	26-6-1956	Indian Engineering Association, Calcutta.	<ol> <li>Mr. J. M. Sweet, Deputy Chairman.</li> <li>Shri. U. S. Dubey, Guest Keen Williams Ltd.</li> <li>Mr. J. G. Young</li> <li>Mr. G. Issac.</li> <li>Mr. K. J. Cleetus, Tata Iron and Steel Co., Ltd., Calcutta.</li> </ol>
Calcutta	••	26-6-1956	Iron and Steel Controller, Calcutta.	Shri. S. K. Sen, Price and Accounts Officer.
Calcutta	••	27-6-1956	Imperial Tobacco, Co., of India, Ltd.	Shri. S. Bose.
Calcutta	••	27-6-1956	The Metal Box Co., {	1. Mr. J. G. Young. 2. Mr. G. Issac.
Calcutta	••	27-6-1956	Government of West Bengal.	Shri. R. S. Bhattacharjee, Movement Sponsoring Authority and Principal Liaison Officer, Government of West Bengal.
Madras		4-7-1956	Malabar Chamber of Commerce.	Shri. P. L. Asher.
Madras	• •	4–7–1956	Southern Railway, { Madras.	<ol> <li>Shri. T. A. Joseph, General Manager.</li> <li>Shri. Ratan Lall, Chief Operating Superintendent.</li> <li>Shri. S. K. Mukerji, Chief Commercial Superintendent.</li> <li>Shri. M. R. Swaminathan, Financial Adviser and Chief Accounts Officer.</li> </ol>
Ma iras	• •	4-7-1956	Southern India Chamber of Commerce.	<ol> <li>Shri, T. K. Singaram.</li> <li>Shri, V. Pandurangajah.</li> <li>Shri, T. Ranganatha Mehta.</li> <li>Shri, M. V. Arunachalam.</li> <li>Shri, M. A. Thangappan.</li> <li>Shri, R. Subramaniam.</li> <li>Shri, Krishna Murty.</li> <li>Shri, K. A. Menon, Secretary.</li> </ol>

179

Place	Date	Name of the party	Names of the representatives attended
Madras	5-7-1956	Malabar Produce Merchants' Associa- tion.	Shri. Narotham Ramdas, Honorary, Secretary.
		ſ	1. Shri. S. Hussain, Vice-President
			2. Shri. M. S. A. Rahim, Honorary Secretary.
26.1			3. Shri. N. V. R. Sourirajan, Member.
Madras	5-7-1956	Madras Provincial     Handloom Cloth	4. Shri. Kothandapani, Member.
		Merchants' Association.	5. Shri. V. C. Sreeramulu Chetty, Member.
			6. Shri. K. M. Narasimham, Member.
Madras	5-7-1956	Madras Chillies	1. Shri. S. Rathakrishna Chetty, Secretary.
		Merchants' Associa-{ tion.	2. Shri. G. V. Subba Rao.
		20130	1. Shri. J. V. Somayajulu, President.
			2. Shri. V. S. Krishnamurti, Member.
Madras	5-7-1956	Andhra Chamber of Commerce.	3. Shri. D. Krishnamurti, Member.
			4. Shri. J. Satyanarayana, Secretary.
Madras	5-7-1956	1/1	Shri. T. M. Krishnaswami Ayyar, Advocate, Madras.
		A.F. C	1. Mr. R. A. S. Swift.
		(cales)(c)	2. Shri. D. Srinivasan.
Madras	6-7-1956	Burmah Shell Oil	3. Shri, P. A. Saptarishi.
		Storage and Distri- buting Co. of India	4. Shri. K. V. Krishnaswamy.
		Ltd., Madras.	5. Shri. D. Rangachari.
		ŗ	1. Shri. N. S. Lokur, President.
Madras	6-7-1956	Railway Rates Tribu-	2. Shri. L. M. Roy, Member.
		nal, Madras.	3. Shri. V. Subrahmanyam, Member.
Madras	6-7-1956	Government of Madras	Shri. M. Obeidullah Shah, B. Sc., (Agri.), State Marketing Officer.
Madras	6-7-1956	Government of Andhra	Shri. S. R. Kaiwar, I. C. S., Director of Industries.
Madras	6-7-1956		Shri. V. Tyagarajan, M. A., B. L., Advocate, Madras.
Madras	7-7-1956	Andhra University, Waltair.	Dr. V. V. Ramanadham, Reader in Commerce, Andhra University, Waltair.
Madras	7-7-1956	Century Flour Mills, Ltd., Madras-1.	Shri, C, N, Chari,

Place	Date	Name of the party	Names of the representatives attended
Madras	7-7-1956	The Salt Manufacturers' & Merchants' Association, Tuticorin, South India.	1. Shri. M. V. S. Sundaravel. 2. Shri. S. Nallaiappa Nadar.
Madras	7-7-1956	The Guntur District Lime Fruit Grow- ers' and Exporters' Association, Morris- pet, Tenali (Andhra).	<ol> <li>Shri. D. Venkataramiah, President.</li> <li>Shri. D. Venkata Rao, Vice-President.</li> <li>Shri. P. Kesava Narayana, Secretary.</li> <li>Shri. T. Nageswara Rao, Joint Secretary.</li> <li>Shri. K. K. Viswanatham.</li> <li>Shri. Alapatri Ranga Rao.</li> <li>Shri. K. Suryanarayana.</li> <li>Shri. B. Kanakasundara Sarma.</li> <li>Shri. K. Subbareddi.</li> <li>Shri. P. Raghaviah.</li> <li>Shri. Shri. S. N. Kuppuswamy.</li> <li>Shri. S. Rajaratna Mudaliar.</li> <li>Shri. P. Ramakrishna Naidu.</li> <li>Shri. C. Jeena Doss.</li> <li>Shri. T. Mohideen Saheb.</li> <li>Shri. Shaik Imam Saheb.</li> <li>Shri. P. Venkateswarlu.</li> </ol>
Madras	7-7-1956	••••	Shri. C. R. Krishna Rao, Advocate.
Madras	8-7-1956	Mettur Chemical and Industrial Corporation, Ltd., Mettur Dam.	Shri. K. K. Raman, Director.     Shri. R. Natarajan, Secretary.
Madras	8-7-1956	Madras Piece-goods Merchants' Associa- tion.	Shri. R. A. Sattanadhan.     Shri. B. K. Pillai, Secretary.
Madras	13-7-1956	The Tamil Chamber of Commerce, Madras.	<ol> <li>Shri, M. M. Rawal.</li> <li>Shri, G. R. Rao.</li> <li>Shri, V. S. L. Nathan, Honorary Secretary.</li> </ol>

Place		Date	Name of the party	Names of the representatives attended				
1 1 <sub>111</sub>		13-7-1956	South India Plywood (	1. Shri. Haridas Gordhandas, Vice-President.				
			Manufacturers' Association, Feroke,	2. Shri. M. S. V. Raghavan.				
			· S. India.	3. Shri. D. M. S. Rao, Secretary.				
1 17 <sub>43</sub>		29-7-1956	•••	Shri S. R. Rane, M. P., 62-A. North Avenue, New Delhi.				
n di	••	29-7-1956	****	Shri Sarangadhar Das, M. P. 21, Canning Lane, New Delhi.				
			ſ	1. Shri. G. Ramanathan, I. A. S., Deputy Secretary (Commerce).				
				2. Dr. G. P. Kane, Industrial Adviser, Textile Production.				
	••	31-7-1956	Ministry of Com- merce and Industry.	3. Dr. B. D. Kalelkar, Industrial Adviser, Chemicals Development Wing.				
				4. Shri. K. K. Sethi, Under Secretary, Textile Commissioner, Bombay.				
				1. Shri. A. Nanu, Deputy Secretary.				
			41	2. Shri. S. C. Agarwal, Salt Commissioner.				
	***	31-7-1956	Ministry of Produc- tion, New Delhi.	3. Shri. N. G. Mitra, Deputy Salt Commissioner.				
			स्ट	4. Shri. S. K. Das Gupta, Assistant Salt Commissioner.				
;;,	••	1-8-1956		Shri. Tulsidas Kilachand, M. P., 11, Clive Road, New Delhi.				
56 Ho		1-8-1956		Shri. P. C. Bhattacharyya, Finance Secretary.				
·		1-8-1956	Ministry of Iron and Steel.	Shri. K. S. Raghupathi, Deputy Secretary.				
			1	1. Shri. K. C. Chetty, Deputy Secretary, Fertilizers.				
.,		2_8_1056	Ministry of Food and	2. Shri. C. A. R. Bhadran, Deputy Inspector- General (Timber and other Forest Produce).				
· :	• •	2-0-1950	Agriculture.	3. Shri. B. C. Desikachari, Chief Director of Movements.				
				4. Dr. R. P. Talati, Compost and Sewage Development Officer.				
		. 2-8-1956	Ministry of Natural	1. Shri. R. K. Ramadhyani, I. C. S., Secretary.				
			Resources and Scientific Research.	2. Shri. H. R. Dewan, Director, Indian Bureau of Mines.				

Place		Date	Name of the party	Names of the representatives attended			
Delhi	• •	3-8-1956	Punjab and Delhi Chambers of Com- merce, New Delhi.	Shri, F. C. Bhadwar.			
				1. Shri. B. B. Mathur, Senior Deput General Manager.			
				2. Shri. R. B. Lal, Chief Operating Superin tendent.			
Delhi		3-8-1956	Northern Railway,	3. Shri. S. K. Mukherjee, Chief Commercia Superintendent.			
	••		Delhi.	4. Shri. Abjit Singh, Financial Adviser and Chief Accounts Officer.			
			~F38	5. Shri. S. S. Surana, Deputy General Manager (Planning).			
				6. Shri. Swaran Singh, Statistical Officer.			
				1. Shri. P. P. Singhel, Vice-President.			
Delhi		4-8-1956	Rajasthan Chamber	2. Shri. C. P. Gupta, Honorary General Secretary.			
Domi	• •	1 0 1350	of Commerce and Industry, Johri	3. Shri. S. K. Godha, Secretary.			
			Bazaar, Jaipur City.	4. Shri. S. N. Agarwal.			
			(che)	5. Shri. K. L. Mathur.			
			सत्यमेव	6. Shri. Harish Ch. Golcha.			
Delhi		4-8-1956	••••	Shri. U. M. Trivedi, M. P.			
Delhi	••	5-8-1956	••••	Shri. Algurai Shastri, M. P.			
Delhi	••	5-8-1956	••••	Dr. A. Krishnaswami, M. P.			
Delhi	• •	5-8-1956	••••	Shri. C. N. Malviya, M. P., New Delhi.			
Delhi	••	6-8-1956	••••	Shri. M. Govinda Reddy, M. P., New Delhi.			
Delhi	••	7-8-1956	Bhopal Sugar Indus- tries, Ltd., Sehore.	Shri. V. P. Raikar, Office Superintendent.			
			(	1. Shri. N. K. Bali.			
Delhi	••	7-8-1956	All India Distillers' Association, New	2. Shri. O. M. Chandoke.			
			Delhi.	3. Shri. K. S. Sharma.			
				1. Shri. Saligram Bansal.			
Pelhi		7-8-1956	Marble Traders' As-	2. Shri, Madanlal Maheswari.			
	••			3. Shri. Shokatali Choudhury.			
		ĺ	Į į	4. Janab Haji Mohamed.			

Place	•	Date	Name of the party	Names of the representatives attended
Kanpur		23-8-1956	U. P. Fruit Products Manufacturers' As-sociation, Allahabad	<ol> <li>Shri. Dharam Dutt Vaidya, M. L. A., Vice-President.</li> <li>Shri. Sitaram Tandon, Secretary.</li> </ol>
Kanpur		23-8-1956	Government of Uttar Pradesh.	<ol> <li>Shri. S. K. Garg, Executive Engineer, P. W. D.</li> <li>Shri. L. M. Bhatia, Joint Secretary, Industries.</li> <li>Shri. A. H. K. Sahibzada, Deputy Director, Agriculture.</li> <li>Shri. D. S. Verma, Secretary, U. P. Cooperative Federation.</li> <li>R. S. Dube, Deputy Cane Commissioner.</li> <li>Shri. G. C. Lall, Deputy Secretary, Planning (Movements).</li> <li>Shri. P. G. Pande, Director, Animal Husbandry.</li> <li>Dr. P. D. Srivastava, Additional Director (Medical and Health).</li> </ol>
Kanpur		23-8-1956	Chamber of Com-{ merce U. P.	<ol> <li>Shri. Santhi Narain, President.</li> <li>Shri. Dayaram.</li> <li>Shri. P. M. Dave.</li> <li>Shri. J. V. Krishnan, Secretary.</li> <li>Shri. Ram Chandra, Assistant Secretary.</li> <li>Shri. B. Arora, General Manager.</li> </ol>
Kanpur	•.•	24-8-1956	North Eastern Rail-{ way, Gorakhpur.	<ol> <li>Shri. Harbans Singh, Chief Operating Superintendent.</li> <li>Shri. M. G. Iyer, Chief Commercial Superintendent.</li> <li>Shri. S. G. Pothan, Financial Adviser and Chief Accounts Officer.</li> </ol>
Kanpur	••	24-8-1956	Upper India Chamber of Commerce Kanpur.	<ol> <li>Shri, J. M. Heeramaneck.</li> <li>Shri, P. K. Sahgal.</li> <li>Shri, Satyanarain Bagla.</li> </ol>
Kanpur	••	24-8-1956	U. P. Chamber of Commerce, Kanpur.	<ol> <li>Shri. Satyanaran Bagia.</li> <li>Shri. E. L. Aurora.</li> <li>Shri. H. K. Srivastava.</li> <li>Shri. P. K. Menon, Secretary.</li> </ol>

184
ANNEXURE IV—contd.

Place		Date	Name of the party	Names of the representatives attended
Bembay	••	27–8–1956	Indian Merchants' Chamber, Bombay.	<ol> <li>Shri. Murarji J. Vaidya, President.</li> <li>Shri. R. G. Saraiya.</li> <li>Shri. M. A. Master.</li> <li>Shri. M. H. Hasham Premji.</li> <li>Shri. B. D. Somani.</li> <li>Shri. S. N. Haji.</li> <li>Shri. A. C. Ramalingam, Secretary.</li> <li>Shri. M. K. Desai, Assistant Secretary.</li> </ol>
Bombay	••	27-8-1956	Bombay State Co- operative Market- ing Society, Ltd., Bhusaval,	Shri. H. V. Gokhale.
Bombay	••	28-8-1956	Bombay Chamber of Commerce and Industry, Bombay.	<ol> <li>Shri, R. B. Leonard.</li> <li>Shri, K. B. Sethna.</li> <li>Shri, M. Ahmadullah.</li> <li>Shri, A. Linakar.</li> </ol>
Bombay	••	28-8-1956	सन्यमेव	5. Shri. E. L. Sadgunn, Secretary. Shri. N. D. Vakharia, Advocate.
Bornbay	••	28-8-1956		Shri. S. R. Kalyanaraman, Additional Member (Commercial), Railway Board.
Borabay	••	29-8-1956	Messrs. Bharat Barrel and Drums Manufacturing Co., Ltd., Bombay.	<ol> <li>Shri. Madan Shetty.</li> <li>Shri. P. S. Krishnan.</li> <li>Shri. Adhyani.</li> </ol>
Bombay	••	29–8–1956	Bombay Sheep and Goats Merchants' Association, Bombay.	<ol> <li>Shri. Mohammad Haneef, President.</li> <li>Shri. Bhura Kassim, Deputy Secretary.</li> <li>Shri. Haji Mohammad Haneef E. Essaji, Member.</li> <li>Shri. Seth Khawaja Mohamed.</li> <li>Shri. Seth Hasan Nasru Deen.</li> </ol>
Bombay	••	30-8-1956	Oil Industry Supply Committee, Bombay	<ol> <li>Shri, Paman Das.</li> <li>Shri, W. T. Rego.</li> <li>Shri, D. I. Macgillivray.</li> <li>Shri, M. Shrikar Rao.</li> </ol>

Place	e 	Date	Name of the party	Names of the representatives attended
Eombay Bombay	••	30-8-1956 30-8-1956	All India Manufac- turers' Organisa- tion, Bombay.	<ol> <li>Shri. S. N. Haji, Chairman.</li> <li>Shri. Murarji J. Vaidya.</li> <li>Shri. N. S. Pochkhanwalla.</li> <li>Shri. F. R. Moos.</li> <li>Shri. L. J. D'Souza.</li> <li>Shri. N. H. Bhatt.</li> <li>Shri. P. L. Badami, Secretary.</li> <li>Shri. K. C. Bakhle, ExChief Commissioner of Railways.</li> </ol>
Bombay		30-8-1956	Indian Merchants' Chamber, Bombay (Second sitting).	<ol> <li>Shri, Murarji J. Vaidya ,President.</li> <li>Shri, A. C. Ramalingam, Secretary.</li> <li>Shri, M. K. Desai, Assistant Secretary.</li> <li>Shri, S. N. Haji.</li> <li>Shri, R. G. Saraiya.</li> <li>Shri, Manilal H. Patel, Director of the</li> </ol>
Lombay	••	31-8-1956	Association, Bombay.	Board.  2. Shri. K. R. Marfatia.  3. Shri. J. K. S. Nicholson.  4. Shri. Merchant.  5. Shri. C. M. Parikh, Secretary.
Hombay	••	31-8-1956	Bombay Pradesh Congress Committee.	Shri. S. K. Patil, M. P., President.  1. Shri. G. D. Somani, M. P., Chairman.  2. Shri. Arvind N. Mafatlal.
tiom <b>bay</b>	••	31-8-1956		<ol> <li>Shri. Pratap Bhogilal.</li> <li>Shri. T. P. Barat.</li> <li>Shri. D. A. Bond.</li> <li>Shri. N. S. V. Aiyer, Secretary.</li> <li>Shri. R. L. N. Vijayanagar, Assistant Secretary.</li> </ol>
Combay	••	1 <del>-9-</del> 1956	Bombay Oilseeds Exchange, Bombay.	<ol> <li>Shri. Chhtrubhuj Gordhandas.</li> <li>Shri. G. I. Farbstein.</li> <li>Shri. B. R. Chinai, Secretary.</li> <li>Shri. R. S. Patel, Assistant Secretary.</li> </ol>

Place		Date	Name of the party	Names of the representatives attended
Bombay		1-9-1956	Indian National Steamship Owners' Association Bombay.	<ol> <li>Shri. S. N. Haji.</li> <li>Dr. M. P. Mehta.</li> </ol>
Bombay	••	1-9-1956	Indian Road Trans- port Development Association, Bombay.	<ol> <li>Shri. A. D. Wenzel, Vice-President.</li> <li>Shri. B. V. Vagh, Vice-President.</li> <li>Shri. C. S. Nair, Secretary.</li> </ol>
Bombay	••	2-9-1956	Western Railway, Bombay.	<ol> <li>Shri. M. Ganapati, General Manager.</li> <li>Shri. S. S. Ramasubban, Senior Deputy General Manager.</li> <li>Shri. D. R. Khanna, Chief Operating Superintendent.</li> <li>Shri. T. L. Colaco, Chief Commercial Superintendent.</li> <li>Shri. M. V. Seshadri, Financial Adviser and Chief Accounts Officer.</li> </ol>
Bombay		3–9–1956	Tariff Commission	<ol> <li>Shri. K. R. Damle, I. C. S., Chairman.</li> <li>Shri. B. N. Adarkar, M. A., Member.</li> <li>Shri. C. Ramasubban, Member.</li> <li>Dr. S. K. Muranjan, D. Sc., (Lond.), Member.</li> <li>Shri. S. K. Bose, I. A. S., Secretary.</li> </ol>
Bombay		3–9–1956	All India Handicrafts   Board, New Delhi.	<ol> <li>Shri. M. L. Sodhani, Member.</li> <li>Shri. R. S. Gattani, Special Officer.</li> </ol>
			All India Handloom { Board.	<ol> <li>Shri. K. A. Padmanabhan, Textile Commissioner (Handlooms).</li> <li>Shri. Karunakaran, Secretary.</li> </ol>
Bombay	••	4-9-1956	Bombay Village Industries Board.	Shri. R. N. Patel, Member-in-charge, Central Gujrat Region.
Bombay		4–9–1956	Bombay Charcoal { Merchants' Association.	<ol> <li>Shri. Ghulamhusin Jivan.</li> <li>Shri. Ramniklal Tokessey.</li> <li>Shri. Udharam Uttamchand.</li> <li>Shri. Shantilal Dharamsey.</li> <li>Shri. N. D. Trivedi.</li> <li>Shri. Ramchandra Jethmalani, LL. M., Legal Adviser.</li> </ol>

Place	Date	Name of the party	Names of the representatives attended
Ahmedabad.	5-9-1956	Maize Products, Ltd., Ahmedabad.	<ol> <li>Shri. Vadilal Lallubhai, Managing Agent</li> <li>Shri. B. S. Desai, Manager.</li> <li>Prof. T. V. Ramanujam, M. A., Manager</li> <li>Shri. R. C. Mehta, Director.</li> <li>Shri. A. N. Dixit, Assistant Secretary.</li> </ol>
Ahmedabad	5-9-1956	Gujrat Vepari Maha{ mandal, Ahmeda- bad.	<ol> <li>Shri. C. L. Premchand.</li> <li>Shri. Giridharlal D. Mehta.</li> <li>Shri. Sarabhai Chhotalal Kashiparekh.</li> <li>Shri. Chandrakant Motilal Jagabhaiwala.</li> <li>Shri. Premchand Gokaldas.</li> <li>Shri. L. B. Dani, Secretary.</li> </ol>
Ahmedabad	5-9-1956	Ahmedabad Mill- owners' Associa- tion, Ahmedabad.	<ol> <li>Shri. Jayakrishna Harivallavdas, President.</li> <li>Shri. Arvindbhai Narottambhai, Vice-President.</li> <li>Shri. Shantilal Mangaldas.</li> </ol>
Ahmedaba <b>d</b>	6-9-1956	Government of { Saurashtra.	<ol> <li>Shri. H. G. Acharya, Secretary.</li> <li>Shri. C. T. Trivedi.</li> <li>Shri. H. P. Oza, Chief Engineer and Administrative Officer (Ports).</li> </ol>
Ahmedabad	6-9-1956	Chamber of Commerce, Kutch.	<ol> <li>Shri. A. V. Mehta.</li> <li>Shri. Radhey Shyam Bansal.</li> <li>Shri. Motiram Tekchand.</li> <li>Shri. Nagji Nathoobhai.</li> </ol>
Calcutta	17-9-1956	Coal Consumers' Association of India, Calcutta.	<ol> <li>Shri. D. C. Driver, President.</li> <li>Shri. Madanlal H. Vakil.</li> </ol>
Calcutta 🗻	17-9-1956	MacNeill and Barry,	<ol> <li>Shri, S. S. Parikh, Secretary.</li> <li>Shri, A. A. Everingham.</li> <li>Shri, J. B. Craig.</li> </ol>
Calcutta	17-9-1956	Indian Rope Manufacturers' Association, Calcutta.	Shri. M. L. Banerjee.
Calcutta	17-9-1956	Indian Iron and Steel Co., Ltd., Calcutta.	<ol> <li>Shri. R. K. Ghose.</li> <li>Shri. N. Laharry, Freight Consultant.</li> <li>Shri. S. Goswami.</li> <li>Shri. Bholanath Mukherjee.</li> </ol>

Plac	Place		Name of the party	Names of the representatives attended				
Calcutta	•••	18-9-1956	Bengal National Chamber of Com- merce, Calcutta. (3rd sitting).	1. Shri, S. P. Sen. 2. Dr. N. Sanyal. 3. Prof. S. K. Roy. 4. Shri, S. R. Biswas, Secretary.				
Calcutta	••	19-9-1956	Indian Chemical Manufacturers' Association, Calcutta.	<ol> <li>Shri, C. D. Thakkar, Vice-President.</li> <li>Shri, B. M. Khaitan.</li> <li>Shri, N. K. Chandra.</li> <li>Shri, G. Chandrasekhar \ Secretariat,</li> <li>Shri, C. S. Pande. \ \ \end{align*} I. C. M. A.</li> </ol>				
Calcutta		20-9-1956	National Chamber of Commerce, Assam.	<ol> <li>Shri, A. B. Bose.</li> <li>Shri, R. C. Agarwal.</li> <li>Shri, N. K. Jain.</li> </ol>				
Calcutta		20-9-1956	Indian Produce Asso-{ ciation, Calcutta.	<ol> <li>Shri. Ramniwas Khaitan.</li> <li>Shri. Shivalaik Ojha.</li> <li>Shri. Devendra Muni Duvedi.</li> <li>Shri. R. S. Sharma, Secretary.</li> </ol>				
Calcutta		20-9-1956	Bihar Chamber of Commerce, Patna.	<ol> <li>Dr. Mahadeo Chand.</li> <li>Shri. D. P. Sharma.</li> <li>Shri. Bajranglal Bidasaria.</li> <li>Shri. G. S. Maheshwari.</li> </ol>				
Calcutta	••	21-9-1956	Indian Chamber of Commerce, Calcutta (2nd sitting).	<ol> <li>Sir. B. P. Singh Roy.</li> <li>Sir. L. P. Misra.</li> <li>Shri. H. M. Jagtiani.</li> <li>Shri. G. S. Maheshwari.</li> <li>Shri. C. S. Pande, Deputy Secretary.</li> </ol>				
		·		<ol> <li>Shri. B. Kalyanasundaram, Assistant Secretary.</li> <li>Shri. G. Subramaniam.</li> <li>Sir. Lakshmipat Singhania, President.</li> </ol>				
Calcutta	••	22–9–1956	Pederation of Indian Chambers of Commerce and Industry	<ol> <li>Sir. B. P. Singh Roy.</li> <li>Sir. L. P. Misra.</li> <li>Rai Bahadur G. M. Modi.</li> <li>Shri. P. R. Menon, Senior Assistant Secretary of the Federation.</li> </ol>				
Calcutta		23-9-1956		Dr. A. Krishnaswamy, M. P. (2nd sitting).				
Calcutta	••	23-9-1956	ì	Shri .S. R. Kalyanaraman, Additional Member (Commercial), Railway Board, New Delhi. (2nd sitting.)				

## ANNEXURE V

Schedule of Minimum Weight Conditions applicable to Wagon-load rates as proposed by Shri A. K. Basu

सन्धमेव जयते

#### NOTE

- 1. Where no classification has been shown under smalls, the classification shown under column "wagon-loads" will apply to traffic in smalls also.
- 2. AQ.—means "any quantity" subject to the conditions laid down in I.R.C.A. Goods Tariff or Red Tariff as the case may be.
- 3. The figures under the column headed "Minimum weight conditions applicable to wagon-load rates" are in maunds per 4-wheeled wagon.
- 4. The proposed special condition "S/31" attached to "Jute full pressed" and "Jute half-pressed" denotes:—
  - S/31—(a) Rates quoted for "Jute fall-pressed" apply to bales averaging 5 maunds each in weight and measuring to not more than 10½ c. ft.
    - (b) Rates quoted for "Jute half-pressed" apply to bales each averaging-
      - (i) 4 maunds in weight and measuring to not more than 16 c. ft.
      - (ii) 3½ maunds in weight and measuring to not more than 15 c. ft.
      - (iii) 11 maunds in weight and measuring to not more than 5.88 c. ft.

NOTE.—Jute bales which do not conform to the above weights and measurements will be charged at the rate for "Jute unpressed".

191

ANNEXURE V—contd.

Articles		l Classi- tion	ap	nima we conditio oplicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
A. I. Rounkol "S" p; d	180		AQ	AQ	AQ	
A2 Monobel p;d	180		AQ	AQ	AQ	
Aalroot p/5	55	65	400	300	180	
Abrasives, manufactured  Includes— Combination stones P/22 Dressing sticks P/22 Emery blocks P/22 Emery cloth P/22 Emery wheels P/22 Finished sticks P/22 Flint cloth P/22 Grinding wheels P/22 Oil stones P/22 Rubbing bricks P/22 Sand paper P/22 Valve grinding compound P/24	80	95	400	300	180	
Absolute alcohol p; d	120	140	CC 270	CC 220	CC 150	In tank wagon. Not in tank wagon.
Acetate of lead P/24c	60	39.70	500	300	180	
Acetate of lead solution P/24c	55	65	500	300	180	
Acetate of lime P/24	60	70	400	300	180	e e
Acetate of soda P/24c	60	70	500	300	180	
Aceto-arsenite of copper d	100	120	500	300	180	
Acetone p;d	150	180	270	220	150	
Acetyl chloride p; d	150	180	300	240	180	
Acetylene compressed into porous substances p; d	150	180	500	300	180	
Acid, acetic (including glacial acetic acid) p; d	110	130	300	240	180	
Acid, boric p/6	60	70	400	300	180	
Acid, calcium phosphate P/24c	80	95	500	300	180	
Acid, carbolic p; d	110	130	300	240	180	
Acid, citric P/24c	130	150	500	300	180	
Acid, cresylic p; d	150	180	300	240	180	

192
ANNEXURE V—contd.

Articles			General Classi- fication		nima we onditio plicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Acid, fluoric or hydro fluoric	p;d	150	180	300	240	180	
Acid, formic	p;d	150	180	300	240	180	
Acid, glycerophosphoric	p;d	110	130	300	240	180	
Acid, hydrobromic	p;d	150	180	300	240	180	
Acid, hydrobromic, diluted.	p;d	110	130	300	240	180	
Acid, hydrochloric	p;d	110	130	160	120	80	
Acid, lactic	P/24c	95	110	300	240	180	
Acid, modicinal	P/24c	130	150	300	240	180	
Acid, nitric	p;d	150	180	160	120	80	
Acidol	p;d	100	120	500	300	180	
Acid, oxalic	p;d	100	120	500	300	180	
Acid, perchloric, diluted (specific gravity not exceeding 1.12)		150	180	300	240	180	
Acid, phosphoric	p;d	110	130	300	240	180	
Acid, picric	p;d	180		AQ	AQ	AQ	
Acid, stearic	P/24	80	95	500	300	180	
Acid, styphnic	p;d	180		AQ	AQ	AQ	
Acid, sulphuric	p;d	110	130	300	240	180	
Acid, sulphuric, diluted, containing not less than 60 per cent. by volume of water	p;d	110	130	300	240	180	
Acid, sulphurous (solution)	p;d	150	180	300	240	180	
Acid, tannic	P/24c	130	150	500	300	180	
Acid, tartaric	P/22	130	150	500	300	180	
Acids, vegetable, N.O.C	P/24c	130	150	500	300	180	
Advertising boards or signboards	P/20	80	95	400	300	180	

Articles		General Classi- fication		nima we conditio plicable on-load	Remarks	
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Aerated waters P/24 Includes— Mineral waters	65	75	300	240	180	
Aeroplanes, component parts of P/20f Includes— Aero-engines	130	150	300	240	180	
Aeroplanes, packed subject to a minimum weight for charge of 50 maunds for each aeroplane or per each 4-wheeled vehicle used, whichever gives the greater charge P/20f; S/3.	130		AQ	AQ	AQ	
Agar (aloewood, eaglewood and lignaloes) e; P/22	150	180	350	280	180	
Agarwood dust P/6	55	65	240	200	120	
Agricultural implements and machines, N. O. C., power operated P/20f Includes— Chaff cutters Decorticating machines Harrows Ploughs Sugar-cane crushers Sugar-cane mills, etc.		70 विजयन	300	240	180	
Agricultural implements and machines, N. O. C., worked by hand or animals, packed P/20f Includes— Agricultural or gardening forks and hoes Chaff cutters Component parts of sugar-cane mills. Decorticating machines Harrows Persian wheels Pick-axes Ploughs	55	65	300	240	180	

194

Articles		General fica	Classi- ion	Minima weight conditions applicable to wagon-load rates			Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Agricultural implements and machines N.O.C., worked by hand or animals, packed—(concld.) Sugar-cane crushers Sugar-cane mills, etc Water boring plant Water-lifters Winnowers Agricultural implements and machines, N.O.C., worked by hand or animals, unpacked Include3—  Agricultural or gardening forks and hoes Chaff cutters Component parts of sugar-cane mills Decorticating machines Harrows Persian wheels Pick-axes Ploughs Powrahs Sugar-cane crushers Sugar-cane mills etc Water boring plant Water-lifters Winnowers	P/20f	<b>८ ५</b> इ.स.	65 17 17	300	240	180	
Air-conditioning units	P/22	120	140	300	240	180	
Ajax	p;đ	180	••	AQ	AQ	AQ	
Ak floss, full pressed	P/21; S/15	55	6 <b>5</b>	400	300	180	
Ak floss, half-pressed	P/21; S/15	60	70	270	220	150	
Ak floss, loose	P/5;	70	85	120	100	80	
Alabaster, unwrought	S/15 P/20	55	65	CC	CC	СС	
Alabaster wrought, N. O. C. Includes— Shades and bowls Figures and ornaments. Albums		100	120	CC 200	CC 160	CC 100	
Ale and beer in bottles or in jars. includes— Porter Stout	P/24	65	75	300	240	180	

195 **ANNEXURE V**—contd.

Articles	Articles		General Classi- fication		nima w conditico plicabl on-load	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	-
Ale and beer not in bottles or in jars. Includes— Porter Stout	P/24.	60	70	300	240	180	
Almonds	<b>P</b> /7	80	95	350	280	180	
Aloes	P/6	95	110	300	200	180	
Alum	P/30	40	52.5	400	300	180	
Alumatol	p;đ	180		AQ	AQ	AQ	
Alumina	P/30	70	85	CC	CC	СС	
Aluminate of soda	P/24c	75	90	400	300	180	
Aluminium Includes— Aluminium strips, slugs or coils	P/22	95	110	350	280	180	
Aluminium dross	<b>P</b> /5	47.5	60	400	300	180	
Aluminium fluoride	P/22	70	85	400	300	180	
Aluminium foil	P/22	130	150	300	240	180	
Aluminium powder	$P_122$	95	110	350	280	180	
Aluminium scrap	<b>P</b> /7	70	85	СС	CC	CC	
Aluminium ware, N. O. C.	P/22	120	140	120	100	80	
Amber	e; P/22	150	180	300	240	180	
Amberite No. 2	p ; d	180		AQ	AQ	AQ	
Amchur	P/6	80	95	300	240	180	
American cloth	P/2	100	120	400	300	180	
Amla	$\mathbf{P}_t$ 6	47.5	60	400	300	180	
Ammonal	p;d	180		AQ	AQ	AQ	
Ammon gelatine dynamite	p;d	180		AQ	AQ	AQ	
Ammon gelignite	p;d	180		AQ	AQ	AQ	
Ammon gelignite No. 2	p;d	180	]	AQ	AQ	AQ	
Ammon gelignite No. 3	p;d	180		AQ	AQ	AQ	
Ammonia in solution	p;d	110	130	300	240	180	

196

Articles	General Classi- fication		Minima weight conditions applicable to wagon-load rates			Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Ammonia, liquefied anhydrous or ammonia gas, compressed p; d.	110	130	500	300	180	
Ammonium bicarbonate P/24c	100	120	400	300	180	
Amnionium bifluoride, solid p; d	150	180	500	300	180	
Ammonium fluoride, liquid p; d	150	180	500	300	180	
Ammonium sulphocyanide p; d	110	130	500	300	180	
Ammunition quick-firing p; d	180		AQ	AQ	AQ	
Amorphous, phosphorus p; d	150	180	300	240	180	
Amsut P/22	100	120	300	240	180	
Amyl acetate p; d	110	130	500	300	180	
Amyl alcohol p; d	150	180	270	220	150	
Aniline oil p; d	100	120	270	220	150	
Aniseed water P/24	80	95	300	240	180	
Anti-gas fabrics p; d	150	180	300	240	180	
Anti-hydro p/24c	80	95	240	160	120	
Antimony P/22 Includes— Antimony sulphide,	100	120	300	240	180	
Antimony fluoride mordant (antimony salts) p; d.	130	150	500	300	180	
Ardeer gelignite p; d	180	• •	AQ	AQ	AQ	
Arms P/22 (See General Rule 49)	130	150	300	240	180	
A. R. P. Practice Incendiary Bombs p; d	180		AQ	AQ	AQ	
Arrowroot P/6	47.5	60	450	300	180	
Arrowroot flour, N. O. C P/22	95	110	500	300	180	
Arsenate or arseniate of lead . p; d	100	120	500	300	180	,
Arsenic d	100	120	400	300	180	
Arsenic, oxides of p; d	100	120	400	300	180	

197

Articles		General fica		c ap	nima wo onditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Arsenious Acid	. p;d	100	120	400	300	180	
Artificial flowers (if of glass)	e; P/22	100	120	270	220	150	
Art pottery	e; P/20	130	150	270	220	150	
Arvi	. P/5	45	57.5	400	300	180	
Asafoetida, dry	P/26-c	80	95	400	300	180	
Asafoetida, liquid	P/26-c	150	180	400	300	180	
Asbestos, manufactured Includes— Asbestos flexible sheets.		95	110	300	240	180	
Asbestos cement products Includes— Corrugated sheets Pipes Pipe jointing composition Ridges Sheeting Tiles	P/20 * P/20 * P/24 * P/20 * P/20 *	60	70	300	240	180	* Packing condition applies to booking in 'smalls'.
Asbestos, crude	P/5	60 (OR)	70 (OR)	350	280	180	RR rates will be 20% higher.
Asbestos jointing and packing sheets, graphited or non-graphited		95	110	300	240	180	
Ashes Includes— Cinders.	p; P/30	32.5	42.5	CC	CC	СС	
Athletic appliances	P/22	95	110	300	240	180	
Atmospheric air, compressed	p;d	150	180	500	300	180	
Automatic amusement machines N. O. C.	P/22	110	130	300	240	180	
Auto-Rickshaws Includes— Motor Cycle Rickshaws. Subject to a minimum weight for charge of 12 maunds per vehicle.		120	The second secon	AQ	AQ	AQ	
Axles and wheels (not fitted with rubber tyres).	P/19	47.5	60	300	240	180	

198

Articles	Articles		General Classification		nima wo conditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Axles, wooden		47.5	60	300	240	180	
Bacon	P/8	100	120	350	280	180	
Baelenite	p;d	180		AQ	AQ	AQ	
Bagasse (crushed sugar- cane refuse) N. O. C.	P/5	47.5	60	160	120	80	
Bagatelle slates	P/22	80	95	160	120	80	
	nd Puzos	0.5					s programme and the second sec
	P/20f	95	110	160	120	80	
_	P/22	100	120	270	220	150	
	P/6	80	95	400	300	180	
	P/22	100	120	120	100	80	
_	P/6	55	65	270	220	150	
Baidmushk water	P/24	80	95	300	240	180	
Ballast Includes— Gravel Kunker	P/30	(OR)	40 (OR)	CC	CC	CC	RR rates will be 20% higher.
Moorum		सन्धमेव	नयन				
Ballistite	, p;d	180		AQ	AQ	AQ	
Balsam	. P/22	130	150	300	240	180	
Bamboos		42.5	55	300	240	180	
Bamboo chicks	. P/1	65	75	300	240	180	,
Bampoo chips, cuts, spli and splints, N. O. C.		42.5	55	300	240	180	
Bamboo crushed N. O. C	c.	42.5	55	300	240	180	
Bamboo handles for chea umbrellas	p . P/2	47.5	60	300	240	180	
Bamboo ladders .	. P/1	65	75	240	200	120	
Bamboo stick	. P/1	65	75	300	240	180	
Banderol (Excise) .	. e; P/23	130	150	400	300	180	
Bangle stone	. P/9	32.5	42.5	cc	CC	CC	
Bangles, glass	. e; P/9	80	95	240	200	120	
Bang es, glass, broken	p; P/5	47.5	60	300	240	180	

199

Articles			Classi- tion	a	inima w conditio pplicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Bangles, ivory	e; P/22	150	180	240	200	120	
Bangles, lac, broken	p; P/5	47.5	60	300	240	180	
Bangles, N. O. C.	P/9	80	95	240	200	120	
Bangles, wooden	P/5	70	85	240	200	120	
Barium carbonate	p;d	80	95	400	300	180	
Barium hydrate (Bariu hydroxide)	ım p;d	60	70	400	300	180	
Barium peroxide	p;d	150	180	400	300	180	
Barium sulphide	P/24c	60	70	400	300	180	
Bark, plantain	P/I	47.5	60	120	100	80	
Barley, pearl, in tins	P/22	95	110	350	280	180	
Barometers	e ; P/23	150	180	400	300	180	
Barrows	. P/19	80	95	300	240	180	
Bars, sash and sky, iron steel, galvanized coated with lead or wi	10						
anti-rust solution	. P/22	100	120	545	330	220	
Baskets, common, countr	y. P/1	70	85	300	240	180	
Baskets, N.O.C.	. P/I	85	100	300	240	180	
Battery charging solution (Acid)	n . d	130	150	300	240	180	
Battery charging solutio (Alkali) (Potash an Lithia solution)		130	150	300	240	180	
Bauxite calcined .	. P/30	65	75	cc	cc	cc	
Beads, coral	. e; P/22	150	180	300	240	180	
Beads, N. O. C. (if of glass e)	of . P/22	80	95	300	240	180	
Bee-hives, wooden and/o metal empty and beckeeping appliances .		55	65	120	100	80	
Belex	. a	180		AQ	AQ	AQ	
Belex I	. đ	180		AQ	AQ	AQ	

200
ANNEXURE V—contd.

Articles		General Classi- fication		c ap	nima we ondition plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	м. с.	N. G.	
Belex 3	d	180	••	AQ	AQ	AQ	
Bellmetal (kansa) ingots, sheets or slabs		75	90	CC 450	CC 300	CC 180	for ingots & slabs. for sheets.
Bellmetal (kansa) scrap	P/7	70	85	cc	cc	cc	
Beilmetal ware(Kansaware)	P/22	95	110	300	240	180	
Bellows	P/22	100	120	400	300	180	
Bells, pneumatic	P/22	85	100	300	240	180	
Belting, leather or any other kind(for machinery) Includes— Cotton tubular bandin		100	120	400	300	180	
Benjamin	P/24	100	120	400	300	180	
Bentonite	P/30	30 (OR)	40 (OR)	СС	СС	СС	RR rates will be 20% higher
Beryl ore	P/30	85	100	CC	CC	CC	
Betel leaves	p; P/8	75 (OR)	90 (OR)	240	160	120	RR rates will be 20% higher.
Betel-nuts	P/6	95	110	400	300	180	
Bhojpattar	P/5	55	65	240	160	120	
Bicarbonate of potash	P/6	85	100	400	300	180	
Bicarbonate of soda	<b>P</b> /6	37.5	50	400	300	180	
Bichromate of potash	P/24c	80	95	400	300	180	j
Bichromate of soda	P/24c	80	95	400	300	180	
Bicycles, childrens' subject to a minimum weight for charge of 20 seers per package	P/20f	130	150	300	240	180	
Bicycles, component parts of	P/20f	130	150	300	240	180	
Bicycle crates, empty, subject to a minimum weight for charge of 20 seers per crate		60	70	120	100	80	

20i
ANNEXURE V—contd.

Articles		General ficat		ap	nima w condition plicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Bicycles, fitted with auto wheel attachments, sub ject to a minimum weigh for charge of two mds per package	- •	130	150	300	240	180	
Bicycles, subject to a minimum weight for charge of one maund per package	) Droce	130	150	300	240	180	
Biddies	P/11	100	120	160	120	80	
Biddy leaves	P/5	100	120	120	100	80	
Billiard table slates	P/28c	80	95	160	120	80	
Billiard tables and other accessories	D. (0.00	130	150	160	120	80	
Birds'skins	P/22	100	120	160	120	80	
Biscuits, dog or forage	P/22	75	90	200	160	100	
Biscuits, N.O.C	P/22	100	120	200	160	100	
Bisulphide of carbon	p;d	150	180	270	220	150	
Bisulphite of lime solution saturated with sulphur-dioxide gas	đ	80	95	300	240	180	
Bituminous solution(Paint)	p;d	75	90	400	300	180	
Black, N. O. C Includes— Bone black (animal charcoal). Ivory black.	P/6	85	100	400	300	180	
Blankets, cotton or woollen Includes— Rugs, travelling.	P/25	100	120	400	300	180	
Blasting gelatine	p;d	180		AQ	AQ	AQ	
Bleaching powder	d	40	52.5	400	300	180	
Blotting paper, in bales or bundles	P/17	55	65	400	300	180	

Articles		General Classi- fication		Minima weight conditions applicable to wagon-load rates			Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Boards, patent, insulating or building (ceiling, wall or flooring)	P/2	60	70	400	300	180	
Boats, N. O. C., subject to a minimum weight for charge of 50 mds. for the first boat, loaded in a four-wheeled or six-wheeled wagon, and to a minimum weight for charge of 50 mds. for each of the first two boats loaded in a bogie wagon. For every boat exceeding one in a four-wheeled or six-wheeled wagon and for every boat exceeding two in a bogie wagon the minimum weight for charge will be 30 mds. The minimum weight for charge for a single boat loaded in a bogie wagon will be 100 maunds—f.  Boats, shooting  As under—  (1) Non-collapsible shooting boats over 12 feet in length, subject to a minimum weight of 13½ mds. each.  (2) Non-collapsible shooting boats 12 feet in length and under, chargeable on actual weight.  (3) Collapsible shooting boats dispatched folded, chargeable on actual weight.  Note.—Shooting boats shall be carried as "smalls" and loaded in wagons with other goods at the convenience of railways. Otherwise, they shall be subject to charge on the minimum weights prescribed for "Boats, N. O. C."	P/20f	95	ज्यत	AQ	AQ	AQ	
Bobb nite	p;d	180		AQ	AQ	AQ	

205

Articles		General Classi- fication		ap	ima we ondition plicable on-load	Remarks	
<u> </u>		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Bricks, common	P/30	32.5	42.5	cc	cc	cc	·
Bricks, bath	P/22	80	95	cc	cc	œ	
Bricks, porcelain	P/20	65	75	cc	cc	cc	
Bricks, terracotta	P/20	70	85	cc	cc	cc	
Bricks, vitrified	P/20	65 '	75	cc	CC	CC	
Bristles, hog	P/22	100	120	300	240	180	
Bromine	p;d	· 150	180	.300	240	180	
Bronze ingots or slabs	8	80	95	cc	CC	CC	
Bronze rods	P/1	: 100	120	450	300	180	
Bronze scrap	P/7	70	85	CC	cc	cc	
Bronzeware	P/22	100	120	300	240	180	
Bronzing solution (arsenical)	p;d	100	120	300	240	180	.;
Brooms	P/1	47.5	60	160	120	80	
Brushes, N. O. C	P/5	80	95	270	220	150	
Bobs, polishing, made of cloth.		सन्धमेव	जयते		·		
Mops,	•		}	1:			
Buckum root	P/5	80	95	400	300	180	
Bulbs	P/6	80	95	400	300	180	
Bunting	P/22	85	100	400	300	180	
Butter	P/24	95	110	300	240	180	
Buttons	P/22	100	120	300	240	180	
Butyl acetate	p;d	110	130	500	300	180	
Butyl alcohol	p;d	150	180	270	220	150	
Cactus	P/6	47.5	60	270	220	150	
Cadjans	P/1	47.5	-60	120	100	80	
Cadmium sulphide	P/24-c	130	150	400	300	180	
Cages, iron or steel	P/19-f	80	95	300	240	180	

204
ANNEXURE V—contd.

Articles		General ficat		ar	nima w conditio oplicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Bottles (if made of articles listed in Rule 37; e) Include:— Feeding bottles Glass ampoules Stone ginger beer bottles	P/22	65	75	270	220	150	
Boxes, cases, casks, tea chests, wooden, unas- sembled with or without fittings		40	52.5	400	300	180	
Boxes or trunks, leather	So	110	130	120	100	80	
•	P/20f	100	120	120	100	80	
Boxwood		80	95	350	280	180	
	P/5	32.5	42.5	350	280	180	
Brass foil	P/22	110	130	350	280	180	
Brass ingots or slabs		70	85	cc	cc	cc	
Brass scrap	P/7	55	65	cc	cc	cc	• •
Brass sheets or rods Includes — Brass pars. Brass circles. Brass stripes. Yellow metal sheets or plates.	P/1	75	90	450	300	180	
Brass ware  As under —  Brass j_ngles  Brass pipes  Brass tibes  Brassware, N. O. C  Brassware, tin-nickelled  Brass wire  Hand sprayers made of  brass  Yellow metal ware	P/22 P/22 P/22 P/22 P/22 P/1 P/22 P/22	95	110	300	240	180	
Barattice cloth	P/2	55	65	400	300	180	
Bread	P/22	70	85	200	160	100	

205
ANNEXURE V—contd.

Articles			General ficat	Classi- ion	o ap	ima wo ondition plicable on-load	Remarks		
				Wagon- londs	Smalls	B, G,	M. G.	N, G.	
· · manaon	••	••	P/30	32.5	42.5	œ	œ	œ	
. i.s. heoke	<b>a.</b>								
hath	••	••	P/22	80	95	œ	œ	œ	
inne <mark>striu</mark>	••	••	P/20	65	75	œ	œ	CC	
. reacotta	••	••	P/20	70	85	œ	œ	cc	
:## <b>fied</b>	••	••	P/20	65	75	œ	œ	oc	
. ••••	••	••	P/22	100	120	300	240	180	
•	••	••	p;d	150	180	300	240	180	
HANS OF	dabe	••	••	80	95	œ	œ	cc	
-,14	••	••	P/I	100	120	450	300	180	
ыр	••	••	P/7	70	85	œ	œ	œ	
:•*	••	••	P/22	100	120	300	240	180	
···Jution	(arsen	ical)	p;d	100	120	300	240	180	
	••	••	P/1	47.5	60	160	120	80	
. O. C.	• • •	••	P/5	80	<b>SU</b> 95	270	220	150	
polishi	ng, ma	de of			1.515151		1		
#•, •• .	••	••					Ì		
a W			Pj5	80	95	400	300	180	
**	••	••	P/6	80	95	400	300	180	
	••	••	P/22	85	100	400	300	180	
	••	••	P/24	95	110	300	240	180	1
	••	••	P/22	100	120	300	240	180	
	••	••							
•	••	••	p;d	. 110	130	500	300	180	
4	••	••	p;d	150	Ì	270	220		
	••	••	P/6	47.5	60	270	220	150	
	••	••	P/1	47.5	60	120	100	80	
.·!phid	¢	••	P/24-c P/19-f	130 80	150 95	400 300	300 240	180 180	

206
ANNEXURE V—contd.

Articles	General Classi- fication		ap	ima wei ondition plicable n-load	to	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Cages, N. O. C	P/20-f	80	95	120	100	80	
Calcium arsenate (solid)	p;d	130	150	500	300	180	
Calcium chloride	P/24-c	60	70	400	300	180	
Calcium phosphide	p;d	110	130	400	300	180	
Calcium silicide	p;d	80	95	400	300	180	
Camel kadjawahs	P/22	80	95	200	160	100	
Camels' hair, full-pressed	P/21; S/15	80	95	400	300	180	
Camels' hair, half-pressed	P/21; S/15	100	120	270	220	150	
Camels' hair loose	P/5 ; S/15	130	150	120	100	80	
Camp equipage	••	100	120	200	160	100	
Tents Tent equipage.	P/6 P/20-f						٠
Camphor · ·	e ; P/22	130	जय <mark>15</mark> 0	300	240	180	
Camphor wood	P/5	80	95	350	280	180	
Candles	P/22	85	100	300	240	180	
Candles, smoke, ground Mark II	p;d	180		AQ	AQ	AQ	
Canes, N. O. C	P/I	95	110	300	240	180	
Canes, walking	P/22	95	110	300	240	180	1
Cances, subject to a minim weight for charge as for maunds each	um 27 P/20£	95		AQ	AQ	AQ	
Cans, doffing or winders, use in textile factories	for P/22	85	100	300	240	180	
Canvas	P/6	80	95	270	220	150	
Canvas bags	P/6	80	95	270	. 220	150	
Canvas hose	P/6	80	95	270	220	150	
Caoutchoucine	p;d	110	130	400	300	180	

Articles	General ficat		8.D1	ima we ondition plicable n-load	to	Remarks
	Wagon- loads	Smalls	B, G.	м. С.	N. G.	
Carts, all-steel, with or without pneumatic tyres, subject to a minimum weight for charge of 27 maunds each P/20	D-f 95	••	AQ	AQ	AQ	
Carts, all-steel, in pieces or parts, i.e., wheels, axles, etc., removed P/2	0-f 95	110	300	240	180	
Carts, country, N. O. C. subject to a minimum weight for charge of 13½ maunds each P/2	0-f 95		AQ	AQ	AQ	
Carts, country, N. O. C., in parts P/20	£ 47.5	60	300	240	180	
Carts, municipal or any other kind except carts, country, in pieces or	f 95		AQ	AQ	AQ	
parts, i.e., wheels, axles, etc., removed. P/20	<b>-</b> £ 95	. 110	300	240	180	
Carts, tar boiling, subject to a minimum weight for charge of 27 maunds each.	f 95		AQ	AQ	AQ	
Carts, tar boiling, in pieces or parts P/20	<b>∟</b> f 95	110	300	240	180	
Carvings e; I	P/22 150	180	300	220	180	
Case-hardening compounds P/24		7:	400	1		j
Casein P/6	95	1	1	į.	1	
Cash boxes P/22	2 100	120	300	240	180	'
Cashew nuts P/2	2-1B 9:	5 110	500	300	180	
Casting powder P/2	4 8	5 10	0 400	300	180	
Catechu P/6	. 5	5 6	5 400	1	1 .	1
Catgut P/2	2 15	0 18	0 300	1	.1	· •
Caustic Coke P/24	l-c 13	0 15	0 00	;   cc	CC	

Minima weight	
Articles  General Classi- fication applicable to wagon-load rates Rema	Remarks
Wagon- loads Smalls B. G. M. G. N. G.	
Cards for tickets P/22 80 95 400 300 180	
Cards, N. O. C P/22 100 120 400 300 180	
Carpets or rugs, floor P/18 110 130 270 220 150 Druggets	
Carriage braid P/22 100 120 400 300 180	
Carriages, 2-wheeled, consigned on their own wheels, subject to a minimum weight for charge of 45	
maunds each f 120 AQ AQ AQ Carriages, 2-wheeled, consigned without their wheels, subject to a minimum weight for charge of 13½ maunds	
each f 120 AQ AQ AQ and a subject to a minimum weight for charge of 45 maunds	
each f 120 AQ AQ AQ Carriages, 4-wheeled, consigned without their wheels.	
subject to a minimum weight for charge of 27 maunds each f 120 AQ AQ AQ	
Carriage shafts P/20-f 95 110 300 240 180	
Carriages in pieces or parts, i.e. shafts, springs, wheels, axles, etc. removed P/20-f 95 110 300 240 180	
Cartridge cases, uncapped, empty P/22 100 120 120 100 80	
Cartricges for blasting or other like purposes p; d 180 AQ AQ AQ	
Cartridges for cannon p; d 180 AQ AQ AQ	
Cartridges for small arms, which are not safety cart-	
Cartridges illuminating	
Controllers sefere	
Contridence signal	
Cartridges, signal p; d 180 AQ AQ AQ	

209
ANNEXURE V—contd.

Articles	General ficat		ap	nima w conditio plicable on-load	ns to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
d, with or without tyres, subject to a weight for charge do each P/20-f	95	••	AQ	AQ	AQ	
wheels, axles, etc., P/20-f	95	110	300	240	180	
a minimum turge of 13½ ii P/20-f	95		AQ	AQ	AQ	·
rv. N. O. C.,	47.5	60	300	240	180	
apal, or any except carts, abject to a weight for 27 maunds	95		AQ	AQ	AQ	
except carts, pieces or wheels, axies, i. P/20-f	95	सद्यमेव 110	300	240	180	
weight for	95		AQ	AQ	AQ	
boil <b>ing, in</b> arts <b>P/20-f</b>	95	110	300	240	180	
e; P/22	150	180	300	220	180	•
e compounds P/24	65	75	400	300	180	
P/6	95	110	450	300	180	
P/22	100	120	300	240	180	
P/22-B	95	110	500	300	180	
· . P/24	85	100	400	300	180	
<b>P/6</b>	55	65	400	300	180	
P/22	150	180	300	240	180	
P/24-c	130	150	œ	œ	œ	

210
ANNEXURE V—contd.

Articles			General Classi- fication		ima we ondition plicable on-load	is to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Caustic potash, liquor .	. p;d	55	65	CC 500	CC 300	CC 180	In tank wagons. Not in tank wagons.
Caustic potash, solid .	. P/24-c	85	100	500	300	180	
Caustic soda	. P/24-c	37.5	50	500	300	180	
Caustic soda, liquor	. p;d	37.5	50	CC 500	CC 300	CC 180	In tank wagons. Not in tank wagons.
Celestite	. P/30	47.5	60	cc	cc	cc	
Celluloid	. P/22	100	120	400	300	180	
Celluloid bangles	. P/22	85	100	240	200	120	
Celluloid ware, N. O. C.	. P/22	100	120	120	100	80	
Cellulose acetate dope	. p;d	150	180	300	240	180	
Cellulose acetate flakes	. P/7-B	95	110	300	240	180	ļ
Cement	.P/6; P/6-A	42.5	55	cc	cc	cc	
Cement blocks, hollow Includes— Blocks Coke breeze, hollow.	. P/20	(1) <b>60</b>	70 ਜਪੂਜ	CC	cc	cc	
Cement capitals	P/20	130	150	cc	cc	cc	
Cement castings	P/20	130	150	cc	CC	cc	
Cerrent clinker	P/30	60	70	cc	CC	cc	
Cement sheets	P/20	65	75	cc	cc	CC	
Cement tiles	P/20	65	75	cc	cc	cc	
Chaff	P/5	47.5	60	350	280	180	
Chains, Iron or ste	el, 	80	95	545	330	220	
Chairs, invalid, subject to minimum weight f charge of 4 maunds p package	or	110	130	120	100	80	
Chairs, push, childres subject to a minimu weight for charge of maund per package	n's m 1 P/20f	110	130	300	240	180	

211
ANNEXURE V—contd.

Articles		l Classi- tion	ar	nima w conditio oplicable on-load	ns e to	Remarks	
		Wagon- loads	Smalis	B. G.	M. G.	N. G.	
Chairs, push, children's collapsible, subject to a minimum weight for charge of 20 seers per package		110	130	300	240	180	
Chakees, wooden	••	80	95	300	240	180	
Chalk Includes— Calcium carbonate. Chalk, prepared or precipitated. Precipitated calcium		30 (OR)	40 (OR)	СС	cc	cc	R R rates will be 20% higher.
Precipitated calcium carbonate. Whiting				3			
Chalk crayon	P/22	55	65	300	240	180	
Chandeliers	e ; P/22	130	150	300	240	180	
Charcoal fuel	P/5	30 (OR)	40 (OR)	300	240	180	RR rates will be 20 % higher.
Charges and refills for chemical fire extinguishers Norg.—The conditions p; d attached to this entry will not apply to "Charges and refills for non-acid chemical fire extinguishers" such as "Electrene" and "Fire Snow"	p;d	100	120	300	240	180	
Charka		55	65	300	240	180	·.
Charowlee	P/6	80	95	240	160	120	
Charpoys	•• [	80	95	160	120	80	
Cheese	P/22	95	110	300	240	180	
Chemical manures—Division A As under— Ammonium Sulphate nitrate, Diammophos	P/6	47.5	60	400	300	180	
14-A					<del></del>		

212

Articles			l Classi- tion	co app	ima we ondition olicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	М. G.	N. G.	
Chemical manures—Division B.  As under—  Ammonium phosphate. Calcium ammonium nitrate  Calcium Sulphate or Sulphate of lime  Cyanamide  Ephos phosphate  Ground phosphate  K:anite  K:anite  Kianite  Mineral Phosphate  Muriate of potash  (Potassium Chloride)  Nitrate of ammonia  Nitrate of soda  Nitrolim  Phosphate of lime  Phosphate of lime  Phosphate of lime  Phosphate of lime  Phosphate of lime  Phosphate of lime  Phosphate of lime  Phosphate of lime  Phosphate of lime  Phosphate of lime  Stearmeal (Black label)  Sulphate of ammonia  Sulphate of Potash  Super phosphate  Sylvinite	P/6 P/6 P/6 P/6 P/6 P/6 P/6 P/6 P/6 P/6	35	45 1 जयन	550	330	220	
Chemicals, photographic	P/22	150	180	400	300	180	
Chemicals (not explosive), N. O. C	P/24c	130	150	400	300	180	
Chests, ice, packed	P/20f	100	120	300	240	180	
Chests, ice, unpacked		110	130	300	240	180	
Chests, iron or steel	P/20f	100	120	300	240	180	
Chicory	P/6	80	95	350	280	180	
Includes— Chicory powder	P/22	!	:		1 ;	!	
Chillies Includes Chillies seeds. Circen chillies.	P/6	75	90	200	120	100	
Chilworth smokeless powder No. 2	p;d	180		AQ	AQ	AQ	

213
ANNEXURE V—contd.

Articles		General ficat		Minima weight conditions applicable to wagon-load rates			Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Chimneys, mica-tin .	. P/22	100	120	240	200	120	
China or pottery broken .	. p;P/5	47.5	60	350	280	180	
Chinaware	. e; P/22	150	180	270	220	150	
Chinese lanterns	. ė̇/22	100	120	400	300	180	
Chlorate of barium .	. p;d	150	180	400	300	180	
Chlorate of potash .	. p;d	150	180	400	300	180	
Chlorate of soda	p;d	150	180	400	300	180	
Chloride of barium .	. p;d 📈	60	70	400	300	180	
Chloride of magnesium	P/24c	60	70	400	300	180	
Chloride of sulphur	p;d	150	180	300	240	180	
Chloride or muriate of	d	60	70	400	300	180	
zinc Chlorinators	P/20	80	95	300	240	180	
Chloroform	2/04	130	150	300	240	180	
Chrome alum	P/22	65	75	400	300	180	
Chrome ore	P/30	40	52.5	CC	CC	}	•
Churns, wooden	P/5	80	95	300	240	CC	
Cider in bottles or in		65				180	
jars, packed in cases or hampers	P/24	63	75	300	240	180	•
Cider not in bottles or in jars	P/24	60	70	300	240	180	
Sigarette paper	P/22	120	140	400	300	180	
Signarettes	P/23A	120	140	200	160	100	
ligars, country	P/23	120	140	200	160	100	
Cigars, imported	P/23	130	150	200	160	100	
inchona	P/6	80	95	300	200	180	
tinema, Circus and Thea- trical equipage excluding cinematograph operating apparatus and cinemato- graph films	P/20f	120	. 140	!			
inematograph apparatus.	e; P/23	150	140	300	240	180	

214

Articles		l Classi- tion	a	inima w condition pplicables con-load	ons e to	Remarks	
		Wagon- loads	Smalls	<b>B</b> . G.	M. G.	N. G.	
Cinematograph films, in- flammable (nitrocellulose base)	e ; d	150	180	400	300	180	
Cinematograph films [non- inflammable or slow burn- ing (acetyl cellulose base)		150	180	400	300	180	
Clay, N. O. C	p; P/30	32.5	42.5	CC	cc	СС	
Clay, China	P/30	30 (OR)	40 (OR)	cc	cc	СС	RR rates will be 20% higher.
Clay figures	P/20	95	110	270	220	150	
Clay grates	P/20	55	65	300	240	180	
Clay, modelling	P/22	95	110	300	240	180	
Clay tablets used as urine absorbent	P/5	47.5	60	cc	сс	cc	
Cleansing and washing fluids, inflammable	p;d	150	180	400	300	180	
Cleansing and washing fluids, acid	p;đ	150	180	400	300	180	
Cleansing and washing fluids, alkaline	p;d	150	180	400	300	180	
Clocks	e; P/23	150	180	400	300	180	
Cloth cuttings (new), N.O.C., such as tailors' cuttings and hosiery cuttings	P/5 ;	60	70	270	220	150	
Cloth cuttings (old) N.O.C., such as tailors' cuttings and hosiery cuttings	S/8 P/5 ; S/8	60	70	270	220	150	·
Clubs, Indian, wooden	P/2	80	95	300	240	180	
Coal Includes— Coal shale Coke Patent fuel		••	••	cc	cc	СС	

**ANNEXURE V**—contd.

Articles			General Classi- fication			Minima weight conditions applicable to wagon-load rates			
			Wagon- loads	Smalls	B. G.	M. G.	N. G.		
Coal gas, compressed	••	p;d	150	180	500	300	180		
Cocoa		P/22	100	120	350	280	180		
Cocoanut, desiccated, tins or in cases	in	P/22	100	120	350	280	180		
Cocoanut, desicca	ted 	P/22	60	70	350	280	180		
Cocoanut husks	••	P/30	47.5	50 60	200	160	100		
Cocoanut, cocoanut kerr	els	P/6	60	70	300	200	180		
Cocoanut shells		P/5	47.5	60	200	160	100		
Cocogem	••	P/16	95	110	300	240	180		
Cocotine	••	P/16	80	95	350	280	180		
Coffee	••	P/6	95	110	350	280	180		
Coffins	••	P/20f	100	120	120	100	80		
Coir	••	P/1	55	65	270	220	150		
Cold starters	••	d	100	120	300	240	180		
Collodion	••	p;d	150	180	270	220	150		
Coloured cement Includes— White cement	••	P/6.; P/6A	42.5	55	СС	cc	СС		
Colours and dyes— Division A As under— Abbir Alta Annattoo	••	P/24	95	110	400	300	180		
Artists' colours pans and tubes Blue Bronze powder Carmine Cheep Chrome colour Cinnabar	in								
Cochineal Crimson Dry colours for aerate waters, confectione cordials, spirit syrups, etc.	ry,								

Articles			l Classi- tion	ap	nima we ondition plicable on-load	s to	Remarks
		Wagon- loads	Smalls	B, G.	M. G.	N. G.	
Colours and dyes— Division A—(concld.) Dyes, aniline, alizarine or otherwise described Hair dyes Kankoo Liquid colours Magenta Mahawar Rhodamine Rouge Sulphide of mercury Titanium oxide Vat dyes in paste Vermilion  Colours and dyes—Division B As under— Colours and powders, dry, used for colouring and painting other than those mentioned in Division A Cupric oxide Dhal flowers Dhow Distempers and water paints (such as Calcarium) Candh Hurra (myrobalan) powder Linoleate driers Litharge Litharge Litharge Litharge Litharge Litharge Litharge P/A Madder Manjeet Napthenate Driers Ochre, N. O. C. Pischoo flowers Red lead Safflower Sulphate of copper Umber White lead Zinc, white or oxide of zinc P/2 Zinc, white or oxide of	24 24 24 24 24 24 24 24 24 24 24 24 24 2	75	90	400	300	180	
Combs for carding machines P/6	-	80	95	300	240	180	

218

Articles			l Classi- tion	a	nima w conditio oplicabl on-loac	ons le to	Remarks
	3 700 100	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Containers, tinned unasses bled parts of Includes— Printed tinned sheets making empty cas or containers. Stampings. Tinned discs.	P/	1 80	95	400	300	180	
Copperas green (Sulphat	e of P/7	A 47.5	60	400	300	180	
Copper coated iron or swire	steel P/2:	2 80	95	545	330	220	
Copper coin, defaced	P/2	2 85	100	CC	CC	CC	
Copper foil	P/2	2 110	130	350	280	180	
Copper ingots and slabs		70	85	СС	CC	CC	
Copper ore	P/30	55	65	СС	CC	CC	
Copper scrap	P/7	65	75	CC	CC	CC	
Copper sheets or rods Includes— Copper bars. Copper circles.	P/1	75	90	450	300	180	
Copperware As under— Copper jingles Copper pipes Copper tubes Copperware, N. O. C. Copper wire, N. O. C.	P/22 P/22 P/22 P/22 P/22 P/22 P/21		110	300	240	180	
Coral	e; P/2	22 130	150	300	240	180	
Cord	P/22	80	95	300	240	.180	
Cordeau bickford	p;	1 180		AQ	AQ	AQ	
Cordite	p;	180	• •	AQ	AQ	AQ	
Cordite M. D	p;	1 180		AQ	AQ	AQ	
Cordtex	p; c	180		AQ	AQ	AQ	
Corks	P/6	80	95	270	220	150	
Cork sheets	P/22	80	95	270	220	150	

217
ANNEXURE V—contd.

Articles		General ficat	ar	nima we condition oplicable on-load	Remarks		
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Combs, horn	P/22	80	95	300	220	180	
Combs, Ivory	e ; P/22	150	180	300	220	180	
Combs, N. O. C	P/22	100	120	300	220	180	
Comba, wooden	P/5	80	95	300	220	180	
Composition for preventing incrustation in boilers, liquid (not containing arsenic)		55	65	300	240	180	
Composition for preventing incrustation in boilers, solid (not containing arsenic)	P/24	60	70	400	300	180	
Composition pots (i.e., pots manufactured from saw-dust and other ingredients)	P/20	55	65	300	240	180	
Compressed Argon	p;d.	150	1일 180	500	300	180	
Compressed methane or natural gas	p;d	150	180	500	300	180	
Compressed Nitrogen	p;d	150	180	500	300	180	
Concentrated Ethyl fluid (Solution of Lead Tetra Ethyl in Ethylene Dib- romide)	p ; d	150	180	270	220	150	
Condiments	P/22	100	120	300	240	180	
Confectionery	P/22A	120	140	240	160	120	
Containers made from tin plate and black plate	P/22	85	100	300	240	180	

219
ANNEXURE V—contd.

Articles			General ficat		ap	nima wo conditio oplicable on-load	Remarks	
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Corn flour in tins or pack	ets.	P/22	100	120	350	280	180	
Corn steep liquor		P/24	60	70	300	240	180	
Cotton linters (the fi removed from cott seeds)		P/5 .	55	65	120	100	80	
Cotton listing	••	P/5	95	110	300	240	180	
Cotton mill sweepings	••	P/5, S/18	65	75	200	160	100	
Cotton (raw) full-pressed Includes— Simul cotton. Staple fibre (artific cotton).		P/21, S/15	95	110	450	300	180	
Cotton (raw) half-pressed Includes————————————————————————————————————	ial	S/15	120	140	300	240	180	
Cotton (raw) loose Includes— Simul cotton. Staple fibre (artific cotton).		P/5, S/15	150	180	120	100	80	
Cotton rope Includes— Cotton banding, N. O. C.	••	P/2.	95	110	300	240	180	
Cotton string or twine	••	P/22	95	110	300	240	180	
Cotton tape	••	P/22	95	110	300	240	180	
Cotton wadding		P/5	100	120	300	240	180	
Cotton waste Includes—	••	P/5	95	110	450	300	180	
Cotton waste, hard Cotton waste, soft	<b></b>	S/16 S/17						
Cotton with seed Includes Simul cotton.	••	P/5	95	110	120	100	80	

220

Articles		General ficat		ap	nima woonditio	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	·
Cowries	P/5	80	95	300	220	180	
Cows' hair	P/5	100	120	120	100	80	i i
C. P. Methanoi	p;d	150	180	270	220	150	
Creosote Creosote Oil.	P/24c	60	70	400	300	180	
Cricket kit and accessories.	P/22	95	110	300	240	180	
Crucibles or cupels, cement, earthenware or magnesite	P/20	80	95	300	240	180	
Crucibles, or cupels, N.O.C.	P/20	100	120	300	240	180	
Crucibles, graphite (Plumbago) broken and unserviceable	P/5	55	65	cc	СС	cc	
Cryolite	P/7	60	70	cc	cc	CC	-
Cubebs	P/22	100	120	300	240	180	
Culms		47.5	60	240	160	120	
Curds	P/15	75 (OR)	90 (OR)	200	160	100	RR rates will be 20% higher.
Curtains	P/25	100	120	400	300	180	
Cutlery	P/22	100	120	300	240	180	
Cuttle fish	P/5	80	95	400	300	180	
Cyanides, in airtight tin or zinc cases, packed in substantial wooden cases, iron bound, not containing more than 2 Cwt. each, or ir air and water-tight iron drums  As under—  Cyanide of copper, solid. Cyanide of lime or cyanogas. Cyanide of potassium, solid. Cyanide of sodium, solid. Cyanide of zinc, solid. Cyanide of copper and zinc (brass salts) solid.	p; d	130	150	400	300	180	

Articles		General ficat		ap	nima wo onditio plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Cyanides, in air-tight tins, packed in boxes As under— Cyanide of copper, solid. Cyanide of lime or cyanogas. Cyanide of potassium, solid. Cyanide of sodium, solid. Cyanide of zinc, solid. Cyanide of copper and zinc (brass salts) solid	p;d		150	400	300	180	
Cyanides, in hermetically sealed jars or bottles, packed in boxes  As under— Cyanide of copper, solid. Cyanide of lime or cyanogas. Cyanide of potassium, solid. Cyanide of sodium, solid. Cyanide of zinc, solid. Cyanide of copper and zinc (brass salts), solid.	p; d	150	180 기사 - 17	400	300		
Cyanite or Kyanite Includes— Andalusite.	P/30	45	57.5	cc	cc	СС	
Cyanasorb—Absorbed Hydrocyanic Acid	p;d	150	180	300	240	180	
Cycle lorry, subject to a minimum weight for charge of 4 mds. each	P/20f	130	• •	AQ	AQ	AQ	
Cycle tonga subject to a minimum weight for charge of 4 mds. each	P/20f	130	••	AQ	AQ	AQ	
Cycle trailing cars, subject to a minimum weight for charge of 4 mds. each	P/20f	130	•	AQ	AQ	AQ	
Cycle trailing vans, subject to a minimum weight for charge of 4 mds. each	P/20f	130	••	AQ	AQ	AQ	

222

Articles	Articles		Classi- tion	ar	nima woondition oplicable on-load	Remarks	
		Wagon- loads	Smails	B. G.	M. G.	N. G.	
Cyclotrimethylene—Trin tramine, thoroughly purified	i- p; d	180	••	AQ	AQ	AQ	
· .	and P/20f	55	65	300	240	180	
Cream separating. Milk testing. Milking. Presses, cheese. Sterilizing.							
Dammer	P/24	55	65	400	300	180	
Dandies, subject to a mi mum weight for charge 1 md. each	ni- of P/20f	80	95	300	240	180	
Dates	P/10	65	75	300	240	180	
Date Seed powder	. P/22	80	95	450	300	180	
Detonating fuze	p; d	180	जयते	AQ	AQ	AQ	
Detonating Relays	p; d	180		AQ	AQ	AQ	
Detonators	p; d	180	••	AQ	AQ	AQ	
Dharries	P/18	80	95	270	220	150	
Dhonnai	p; P/1	55	65	120	100	80	
Dhoolies, subject to a min mum weight for charge 13‡. mds each		95		AQ	AQ	AQ	
Dhoop-roots	P/5	80	95	400	300	180	
Dichlor-diflourmethane	p;d	150	180	500	300	180	
Di-nitro-phenol, comme cially pure	er- p; d	130	••	AQ	AQ	AQ	
Discarded Healds, old as unserviceable, N. O. C.	nd P/1	55	65	270	220	150	
Disinfectant liquids, N. O. in bettles, packed in case	.C. es. P/22	100	120	300	240	180	

Articles	Articles		General ficat		e ap	nima we ondition plicable on-load	ns to	Remarks
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Disinfectant liquids, N. C in drums or tins	). C.	P/24	55	65	300	240	180	
Disinfectant powder	••	P/24	55	65	400	300	180	
Dobby harness	••	P/22	85	100	240	160	120	
Domnuts	••	P/5	55	65	400	300	180	
Door frames, glazed		P/20	100	120	300	240	180	
Doors, wooden	••	••	55	65	300	240	180	,
Drapery N. O. C.	••	P/22	130	150	400	300	180	
Drawing boards, wood draughtsman's		P/20f	100	120	300	240	180	
-	••	73/00	150	180	300	240	180	
-	••		10/07/20	288777			}	
Drugs, crude or raw As under— Aboober. Ajwan flowers. Akulkara. Atees.  Baboona flower. Baibarang. Baidana. Bijbun seed. Black salt. Burmic. Butch.	••	P/6	80 स्या	95 19 जयन	300	200	180	
Chalmoogra seeds. Chiretta. Chobchinee. Croton seed.		·						
Ephedra herb. Esufgool seed, hu and powder.	ısks							
Ginger, dried, Googul.				!		ļ		
Harital. Herbs, medicinal. Kahu seed. Kaiphul nut. Kakursinghee. Kapurkachri. Khaksee seed. Khurasani ajwan. Kounch seeds.								

224
ANNEXURE V—contd.

Articles	General ficat		e ar	nima wei condition oplicable on-load	Remarks	
	Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Drugs, crude or raw—concid.  Kurroo roots or wood.						
Leaves mandhar for nedicinal purposes. Leaves medicinal. Liquorice root. Malunga seed. Murtharsingh. Narkachoor. Nux-vomica, unprepared. Peoplee. Peoplee root. Poppy heads. Rcomi Mustki. Salum misree. Sanamokhi.			3			
Drugs, crude or raw, N.O.C P/6	80	95	300	200	180	
Drugs, manufactured, N. C. C P/22	130	150	300	240	180	
Drugs, narcotic e ; P/2: Includes— Bhang. Churras. Ganja. Majum. (See General Rule 49)	00.11.37	ंड 180 मेंब जयन		240	180	
			! }			
Drums beating, country, wooden or iron	80	9:	5   12	0 100	80	
Dumb-beils P/22	8	9	5 30	0 240	180	
Duplicating machines P/22	6	0 7	0 30	00 240	180	
Dye mots P/5	8	- I	5 40	1		:
Dye wood P/5 Includes Logwood.	8	0 9	5 ] 35	50 280	180	
Dynobel No. 2 p; d	18	0	· A	1	1	:
Earthenware N. O. C P/20	6	-	i	00 24	i	
Earth oil P/24c		5 6	55 C	1	1	In tank wagons.  Not in tank
		!	3	50 28	0 180	wagons.

Articles		General ficati		ap	ima we ondition plicable on-load	ns to	Remarks
	v	Vagon- loads	Smalls	B. G.	M. G.	N. G.	
Earths N. O. C P/	30	32.5	42.5	СС	cc	СС	
Ebony e	; P/22	80	95	300	240	180	
E. C. sporting powder p	; d	180	••	AQ	AQ	AQ	
Egg Powder, in tins P/	22	100	120	350	280	180	
Eggs p	; P/14	80	95	120	100	80	
Electrical appliances and fittings—Div. "A" As under— Battery containers (if of		120	140	300	240	180	
glass, e) P/ Cells of all types con- taining acid or alka-	/22 ; d						
Electric appliances, N. O. C P	/22 /22			g	 		
Electric fans and their components P	/22	12	1 16				
Electric advertising signs and flashers (if of China or glass e) P	/22			Ď			
	/22	(San 3)		100			
Electric torches P Electrodes, carbon P	7/22 7/22 7/22	सन्य	मेव जय				
Electro-magnets P	/22 /22						
Hooks P Instruments, electric P Lighting fittings, N.O.C. P	7/22 7/22 7/22 7/22						
Neon Signs (if made of articles listed in Rule 37, e) P	P/22 P/22		:				
Electrical appliances and fittings—Div. "B" As under— Accessories for electri-		100	120	300	240	180	
cal wiring, N. O. C., such as Bonding strips, connectors, Ceiling roses, Junction boxes, Lamp holders, Link clips,			·				
Strap clips and Tum-	2/22						

Articles		General Classi- fication			Minima weight conditions applicable to wagon-load rates				
	Wagon- loads	Smalls	B. G.	м. G.	N. G.				
Electrical appliances and fittings—Div. "B"— concld.			!			•			
Bus-bars, aluminium or copper P/22 Cadmium copper wire. P/20 Conduits or piping insulated P/22 Copper weld wire P/20 Electric bells and their accessories P/22 Fuse units P/22 Insulating and jointing materials and compounds P/22 Insulators, such as cleats, tubes (if of China or glass, e) P/22 Regulators and rheostats P/22 Resistance strips or wires P/22 Wires, cords and cables unarmoured, insulated with rubber, cottonfabricor silk P/20 Wire, enamelled P/22 Wire fuse P/22 Wire, tinned copper, for binding P/20	्री विश्व स्थाप		THE REPORT OF THE PROPERTY OF	AND THE PROPERTY OF THE PROPER					
Electrical appliances and fittings—Div. "C"  As under—  Accessories for overhead transmission lines, iron or steel work, N. O. C. such as arcing horns, ball and socket eyes, cross arm straps, lead tip pins and strain clamps P/22  Alternators P/22  Alternators P/22  Alternators (A. C. S. R.) P/20  Battery separators P/22  Boxes, metal, for cable jointing with fittings.  Cables, armoured, oil-filled and paper	75	90	300	244	180				

227
ANNEXURE V—contd.

Articles			l Classi- tion	a	inima v condition pplicab gon-load	ons le to	Remarks
		Wagon- loads	Smalls	B. G	. M. G	N. G.	
Electrical appliances and fittings—Div. "C"—concld.	<u>1</u>						
Cells of all types no containing acid of alkaline liquids of jelly  Circuit breakers  Condensors, static of rotary  Control equipment  Control equipment  Converters, motor of rotary  Copper strips  Distribution pillars  Dynamos  Electrically operated  Electrically operated  Electric furnaces  Electric furnaces  Electric pumps  Generators  Hard-drawn bare copper wire  Lift machinery electric. Lightning arrestors (if of glass, e)  Motor controllers  Oil filtration plant electrically driven  Reactors  Rectifiers  Resistance grids  Switch gear  Transformers  Turbo-generators  Wire aluminium steel cored	P/22 P/22 P/22 P/22 P/22 P/22 P/22 P/22		भूग जय सब जय				
Electrical appliances and fittings—Div. "D" As under— Wooden battens, blocks, casing and capping.	P/2	65	75	300	240	180	
Electric boosters	p; d	180		AQ	AQ	AQ	•
Electric detonators	p;d	180		AQ	AQ	AQ	
Electric fuses	p;d	180		AQ	AQ	AQ	
Electric mercury arc recti- fier bulbs, e	P/22	150	180	300	240	180	•

228
ANNEXURE V—contd.

Articles	General ficat		Minima weight conditions applicable to wagon-load rates			Remarks
	Wagon- loads	Smalls	B. G.	м. с.	N.G.	
Electric primers p; d	180		AQ	AQ	AQ	
Electro chlorine p; d	110	130	160	120	80	
Electrode paste P/24	100	120	240	160	120	
Electroliers (if of glass, e) P/22	130	150	300	240	180	
Electrolyte, solid P/24	130	150	300	240	180	
Electro-medical apparatus (if of glass, e) P/22	150	180	300	240	180	
Electroplated ware P/22	150	180	300	240	180	
Embroidery P/22	130	150	400	300	180	
Emery powder P/22	80	95	400	300	180	
Emery stone, in lumps P/22	55	6.5	400	300	180	
Empire powder p; d	180		AQ	AQ	AQ	
Empties	60	2 20	120	0 100	80	
As under— Barrels, iron or steel P/3c Boxes, common, wooden						
Cans, used and old P/3c Cases for packing	सन्धमेव	नयते				
Casks P/3c Cones, cores, spools or tubes, paper or card- board returned						
empty P/22 Coopahs P/1						
Crates N.O.C. Crocks P/20 Cylinders	1					
Drums P/3c Dubbers P/22 Empty baskets, used and old P/1						
Jars, used and old P/20 Returned empty steel or tin trunks S/21	1					
Tins, used and old p:	P/1;		-	İ		
Enamelled ware N. O. C. P/2	2	95 1	10 3	00 24	i	
Enamels, nitrocellulose p;	d   1	50 1	80 3	100 24	180	1
Engravings e;	/22 1	50 1	80 3	300 22	20   180	
Essences P/2	2   1	50 1	80 3	300 24	<b>40</b>	)
Ether p;	d   1	.30 1	50 2	270 2	20   150	

229

Articles			General Classi- fication			Minima weight conditions applicable to wagon-load rates			
			Wagon- loads	Smalls	B. G.	M. G	. N. G	-	
Ether Aneasthetic	•	. p;d	130	150	270	220	150		
Ether butyric		. p;d	150	180	270	220	150		
Ether formic		. p;d	150	180	270	220	150	,	
Ether (sulphuric)	•	. p;d	130	150	270	220	150		
Ethyl acetate (Acetic	ether	) p;d	150	180	270	220	150		
Ethyl chloride	•	. p;d	150	180	270	220	150		
Ethylene		p;d	150	180	500	300	180		
Ethylene Glycol		P/24	80	95	270	220	150		
Exercise Books		. P/22	70	85	400	300	180		
Exhibits or specimen the bonafide use museums Includes— Botanical speci Geological specim Natural history specimens.	in  mens	P/22; S/7	55	65	300	240	180		
Exhibits or specimens a not for use in museur			100	120	300	240	180		
Explosives 598	••	p;d	180		AQ	AQ	AQ		
Fans made of mat leaves or canvas Includes— Pull punkhas.	ting,	P/1	65	75	270	220	150		
Fans, N. O. C		P/22	100	120	270	220	150		
Fats, animal As under— Dripping. Lard.	••	P/24	80	95	300	240	180		
Feathers (See General Rule 49)	). ··	P/22	150	180	120	100	80		
Feathers, fish	••	P/5	60	70	120	100	80		
Felt	••	P/22	100	120	400	300	180		
Perro-manganese		P/30	60	70	cc	cc	cc		
erro-phosphorus		P/30	60	70	cc	cc	cc		

230
ANNEXURE V—contd.

Articles			General Classi- fication			Minima weight conditions applicable to wagon-load rates			
		Wagon- loads	Smalls	B. G.	M. G.	N. G.			
Ferro-silicon 15% and above	p;d	100	120	350	280	180			
Ferro-silicon less than 15%	p;d	150	180	350	280	180			
Ferro-vanadium	P/30	110	130	350	280	180			
Fibre products, vulcanised.	P/22	95	110	400	300	180			
Fibres, machine-pressed, hand or power. As under—		85	100	270	220	150			
Aloe. Anona. Flax. Hemp. Permint weed. Pine-wool. Plantain. Rhea. Tow. Vegetable, N. O. C.						Transport of the state of the s			
Fibres unpressed As under— Aloe. Anona. Flax. Hemp. Permint weed. Pine-wool. Plantain. Rhea. Tow. Vegetable, N. O. C.	P/2	95 संयम	न( <b>110</b> ) । जयने	200	160	100			
Fibrous materials for paper making, unpressed	P/1	65	75	200	160	100	. '		
Fibrous materials, pressed, N. O. C	P/1 ·	60	70	270	220	15Q			
Files, Iron or Steel	P/22	80	95	545	330	220			
Filled shells not containing their own means of igni- tion and closed by a sub- stantial metal plug	p;d	180	••	AQ	AQ	AQ			
Fillets	P/22	85	100	350	280	180			
Films, photographic	P/22	150	180	400	300	180			
Filters, earthenware	P/20	80	95	300	240	180			

231
ANNEXURE V—contd.

Article			General fica	Classi-	ar	nima w conditio pplicable on-load	ns e to	Remarks
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	-
Fire-arms (See General Rule 49	).	P/23	130	150	300	240	180	
Fire-clay Includes— Ground ganister. Ground silica.	••	P/30	30 (OR)	40 (OR)	СС	cc	cc	RR rates will be 20% higher.
Fire extinguishers, N. C	). C.	P/20f	100	120	400	300	180	
Fire-lighters	• •	P/22	60	70	400	300	1801	
Fireplaces Includes— Fireplace fronts.		P/19	80	. 95	300	240	180	•
Fire proofing solu (non-poisonous)	tion • •	P/24	130	150	500	300	180	
Firewood	٠	P/30 ; S/11	30 (OR)	40 (OR)	270	220	150	RR rates will be 20% higher.
Fireworks		p;d	180		AQ	AQ	AQ	
Firework compositions	••	p;d	180		AQ	AQ	AQ	
Fish, dried or salted Includes— Salted fish eggs.		P/10 ; S/6	60	जयने 70	400	300	180	
Fish fins	••	P/10	55	65	400	300	180	
Fish, fresh	••	p; P/8	75 (OR)	90 (OR)	400	300	180	RR rates will be 20% higher.
Fish in tins, imported	••	P/22	100	120	400	300	180	
Fish in tins, indigenous	••	P/22	85	100	400	300	180	
Fishing rods or tackle		P/22	130	150	300	240	180	
Fish meal	••	P/10	65	75	400	300	180	
Fish, smoked	••	P/10 ; S/6	60	70	400	300	180	
Fish spawn	••	P	75 (OR)	90 (OR)	120	100	80	RR rates will be 20% higher.
Flags		P/22	85	100	400	300	180	
Flares, landing wing tip	••	p;d	180		AQ	AQ	AQ	
Flares, reconnaissance	••	p;d	180		AQ	AQ	AQ	

232
ANNEXURE V—contd.

Articles		General Classi- fication		ap	nima we condition plicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	м. с.	N. G.	·
Flasks, vacuum (if partly of G ass, e)	P/22	130	150	270	220	150	
Floodlights and search- lights (if with glass re- flectors, e)	P/22	130	150	300	240	180	
Flooring patent Includes— Flooring composition.	P/24	60	70	cc	cc	СС	
Flour As under— As under— Attah. Gram flour. Maida. Self-raising flour. Soojee.	P/6·	37.5	50	500	300	180	
Flour Mills refractions Includes— Cockle seed. Mill sweepings.	P/5	47.5	60	300	240	180	
Fluorspar, florite or fluorspar	P/30	47.5	60	cc	cc	cc	
Fly paper	P/22	65	9 775	400	300	180	
Fog signals, railway	p;d	180	••	AQ	AQ	AQ	
Foods for live-stock, N. O C Includes— Maize grit.	P/5	47.5	60	300	240	180	
Foods, N. O. C., including patent foods prepared from cereals and/or milk.	P/22	100	120	350	280	180	
Formaldehyde	P/26c	130	150	400	300	180	
Frames for Indian drums, wooden		80	95	120	100	80	
Frames for piles, iron or steel		80	95	545	330	220	
French polish	p;d	80	95	400	300	180	
Friction tubes	p;d	180	••	AQ	AQ	AQ	
Fruit juices or syrups, country	P/24	80.	95	300	240	180	

Articles		General fica	Classi- tion	aı	nima w conditio oplicable on-load	ns e to	Remarks
	,	Wagon- loads	Smalls	B, G.	M. G.	N. G.	
Glassware, Division 'C' —concld.							
Glass chimneys and globes other than						,	·
lamp shades	<b>P</b> /9		•			Ì	·
Glass figure or flowers in sheets	P/20						
Glass inkpots Glass sheets (plate or	P/9					ļ.	
sheet) of thickness	•	1 .					
below 3/16" silvered or unsilvered	P/22					<u>.</u>	
Glass rods, shells and tubes	P/20						
Glass tiles Glassware pressed	P/20		The state of				77.
including-dishes,	D/O	A. T.	28/E	33.		·	·
jars and tumblers Mirrors, tin, wooden or	P/9	C. C.					
celluloid framed, not exceeding 14 ins. in	,	6838					
length or 10 ins. in breadth	P/22	1300	400	7			<b>i</b> .
Ribbed glass	P/22	7.7	VVd !				·
Wired glass	P/22	de	7 57	55			
Gloves, N. O. C.	P/22	130	150	400	300	180	
Glucose N. O. C	P/24	65	75	350	280	180	·
Glucose powder	P/22	100	120	350	280	180	
Glue	*P/5 .	80	95	400	300	180	*P/24 will apply for " Glue liquid."
Glycerine crude	P/24	60	70	400	300	180	Cide Idaia.
Glycerine, other than crude.	P/24	80	95	400	300	180	
Goats' hair—articles made of—such as bags, beltings,							
strings, ropes, carpets or rugs and putties	P/22	85	100	400	300	180	
Goats' hair, full-pressed	P/21;	80	95	400	300	180	•
Goats' hair, half-pressed	S/15 P/21;	100	120	270	220	150	
Goats' hair, loose	S/15 P/5:	130	150	120	100	80	: '
Go-carts, subject to a mini-	S/15				.		
mum weight for charge of 20 seers per package	P/20f	120	140	300	240	180	
Goggles (if of glass, e)	P/22	150	180	400	300	180	
Golden drink powder	P/22	95	110	350	280	180	

234
ANNEXURE V—contd.

Articles	Articles		General ficat		c ap	nima we ondition plicable on-load	ns to	Remarks
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Gelignite	••	p;đ	180	••	AQ	AQ	AQ	
Gelignite, 62% N. G.	••	p;d	180	••	AQ	AQ	AQ	
Generators, lachrymator	y	p;d	180		AQ	AQ	AQ	
Geobel	••	p;d	180	••	AQ	AQ	AQ	
Geobel No. 2	••	p;d	180	••	AQ	AQ	AQ	
Geobel No. 3	••	p;d	180		AQ	AQ	AQ	
Geophex	• •	p;d	180		AQ	AQ	AQ	:
Ghee		P/24; S/2	95	110	300	240	180	
Ghooting		P/30	32.5	42.5	CC	CC	CC	
Ginger, green	••	P/6	- 80	95	300	240	180	i
Ginger, preserved	••	P/22	100	120	300	240	180	
Glass, broken	••	p; P/5	47.5	60	400	300	180	
Glass carboys, return empty	ed 	e ; P/20	47.5	60	300	240	180	
Glass, crushed or powder	red	P/22	85	300	400	300	180	
Glassgow Dynamite	••	đ	180		AQ	AQ	AQ	
Glass silk or wool	••	P/22	130	150	300	240	180	
Glass substitutes	••	P/22	100	120	300	240	180	
Glassware Div. 'A' As under— Glass, N. O. C. Mirrors, N. O. C. Stained glass Triplex glass	••	e ; P/22	150	180	300	240	180	
Glassware Div. 'B' As under— Glass sheets (plate sheet of thickness 3, and above silvered unsilvered)	/16"	e ; P/22	95	110	300	240	180	
Glassware Division ' C As under— Electric bulb, unass bled parts Glass carboys, emp	em-	P/20 P/20	65	75	300	240	180	

Articles		General		ap	nima w conditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	м. с.	N. G.	
N. O. C.  N. O.	P/22 P/21; S/15; P/21; S/15; P/5; S/15 P/20f P/22	130 65 100 80 60 80 100 130	150 75 120 95 70 95 120 150	400 350 350 400 400 270 120 300 400 350	300 280 280 300 300 300 220 100 240 300 280	180 180 180 180 180 180 180 180	*P/24 will apply for " Giue liquid. "
en drink powder	P/22	"	***	330			

Articles	General ficat	Classi- ion	c ap	nima we ondition plicable on-load	ns to	Remarks
•	Wagon- loads	Smalls	B, G.	м. G.	N. G.	
Golden syrup in bottles or in tins P/22	100	120	300	240	180	
Golf kit P/22	130	150	300	240	180	,
Goodak P/5	80	95	300	240	180	
Goolkhand P/24	95	110	300	200	180	
Gooroochand e; P/22	150	180	300	200	180	
Grain and pulses As undur— Akri seeds Bajree. Black gram Cheena Chowlee seeds Dhall Gram  Gram, parched Horse gram Indian corn Jowari Khesari. Milo Millets) Moong. Mussoor.  Mutt. Oorid. Raggi Rice Rice, beaten. Rice, pounded. Toor.	32.5	42.5	545	330	220	Note,—This classification does not apply to proprietary varieties of Grain and pulses, e.g. Quaker oats packed in tins or bottles, which are chargeable as Foods, N.O.C.&c.
Wheat.  Barley. Barley, pearl, N. O. C. Beans, N. O. C. Beans, parched. Chuni (i.e. mixture of broken pieces, powder and husks of Grain or pulses.)  Cow-pea, dry. Karamony. Oats. Paddy. Peas. Rajgera. Sago, common. Tapioca globules.			450	300	180	

237
ANNEXURE V—contd.

Articles		General ficat		ap	nima we ondition plicable on-load	ns to	Remarks
	_	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Grain and pulses, N. O. C.	P/6	55	65	545	330	220	
Gramophones	P/22	150	180	300	240	180	
Gramophone needles or pins	P/22	100	120	350	280	180	
Gramophone records, broken	P/5	55	65	400	300	180	
Graphite	P/30	70	85	cc	cc	cc	
Grass, dry, N. O. C.  Includes— Bankas, grass Bhoosa Chari Dhall stalks Hay Kirby Moonj Sabai Sirkee Straw (For rules and rates for fodder or forage booked during periods of fodder scarcity, see Chapter III).	P/I P/5 P/1 P/1 P/1 P/1 P/1 P/1 P/1	42.5		160	120	80	
Grass, green	P/1	42.5	55	160	120	80	
Grease Includes— Petroleum jelly.	P/24	70	85	300	240	180	
Grenades, hand-filled	p;d	180	• •	AQ	AQ	AQ	
Grenades, hand-filled (with- out detonators)	p;d	180	••	AQ	AQ	AQ	·
Grenades, hand, for extinguishing fire	P/22	130	150	400	300	180	
Grenades, hand or rifle filled	p;d	180	••	AQ	AQ	AQ	
Grenades, rifle filled	p;d	180	••	AQ	AQ	AQ	
Grinding mills (stone)		65	75	cc	cc	cc	•
Grindstones Includes— Honestones. Whetstones.	P/22	80	95	cc	cc	СС	

238

Articles	Articles		General ficat		ap	nima woonditiooplicable	ns to	Remarks
			Wagon- loads	Smalls	B. G.	м. с.	N. G.	
Groceries, N. O. C.		P/22	95	110	240	160	120	
Ground-nuts with shells	••	P/5	75	90	350	280	180	
Gum, crude Includes— Kudru.	••	P/6	60	70	400	300	180	
Gum, manufactured	••	P/22	80	95	400	300	180	
Gun cotton	••	p;d	180		AQ	AQ	AQ	
Gun-metal ingots, she or slabs.	ets	2	70	85	CC	CC	cc	For Ingots or Slabs.
or stabs.		9			450	300	180	For Sheets.
Gun-metal scrap	••	P/7	65	75	cc	cc	cc	
Gun-metal ware	••	P/22	95	110	300	240	180	
Gunnies Includes— Gunny bags, Hessian cloth, Hessian canvas (plain and uncoloured), Jute twine.	••	P/6	85	100 ਜਪਜ	270	220	150	
Gunny waste and cuttin	gs,	P/I	55	65	270	220	150	
Gunpowder	••	p;d	180		AQ	AQ	AQ	
Gunpowder, schultze	••	p;d	180		AQ	AQ	AQ	
Guns (See Genl. Rule 49)	••	P/23	130	150	300	240	180	·
Guts, salted	••	P/24c	80	95	300	240	180	
Guttapercha	••	P/22	100	120	400	300	180	
Gymnastic apparatus	••	P/22	95	110	300	240	180	
Gypsum	••	P/30	32.5	42.5	CC	cc	cc	
Haberdashery (miscellan ous small wares) Includes—	• •	P/22	100	120	350	280	180	
Boot and shoe accessories		S/26		į				
Hair, horse	••	P/22	100	120	400	300	180	
Hair, human	••	P/5	130	150	120	100	80	•

239

Articles	Genera fica	General Classification		nima w conditio plicable on-load	ns to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Hair oils and hair dressing preparations P/24 Includes— Cocoanut oil, refined or perfumed, in bottles. Jessamine oil Pomades.	95	110	300	240	180	
Ham P/8	100	120	350	280	180	
Hand blowers P/22	60	70	300	240	180	•
Hand mills P/201	95	110	300	240	180	
Hand trucks P/19	95	110	300	240	180	
Hardware, N. O. C P/22 Includes— Suit case clips.	110	130	545	330	220	
Harness and saddlery P/22	100	120	240	200	120	
Hats P/22	110	130	270	220	150	
Healds and reeds for looms. P/22	85	100	300	240	180	
Helmets P/22	130	150	270	220	150	•
Hide fleshings, scrapings and trimmings P/30	40	52.5	350	280	180	
Hides, skins or pelts, common, dry P/1; As under— S/4 Camel. Cattle, Goat. Horse. Pig. Sheep.	70	85	350	280	180	
Hides, skins, or pelts, common wet P/5; As under— S/4 Camel, S/4 Cattle, Goat, Horse, Pig. Sheep.	70	85	400	300	180	

240
ANNEXURE V—contd.

· Articles			General Classi- fication		inima w conditio pplicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	м. с.	N. G.	-
Hides, skins or pelts, fine As under— Crocodile. Deer. Fox. Hides, skins or pelts, fine, N. O. C. Jackal. Lamb skins for furs.	S/4	100	120	400	300	180	* P/5 will apply for "Hides skins or pelts fine wet".
Lizard. Rabbit. Tiger.							
Honey, imported	P/24	100	120	400	300	180	
Honey indigenous	P724	85	100	400	300	180	
Hookahs, common, country	P/5	55	65	300	240	180	
Hookahs, N. O. C	P/22	100	120	300	240	180	
Hops	P/22	100	120	300	200	180	
Horns, stag	P/5	95	110	350	280	180	
Hose, N. O. C	P/22	100	120	270.	220	150	
Hosiery, silk	e; P/22-	150	180	400	300	180	
Household leffects of all kinds, bona fide, not for sale	P/20f, S/9	120	140	160	120	80	
Howdahs, subject to a minimum weight for charge of 13½ maunds each	P/20f	130		AQ	AQ	AQ	·
Husks of grain, pulses, common seeds, oil seeds, N. O. C. and seeds, N. O. C	P/5	32.5	42.5	300	240	180	
Hydraulic brake fluid	p;d	80	95	270	220	150	
Hydrochloric salt	P/24c	55	65	400	300	180	
Hydrogenated oils	P/16	95	110	300	240	180	
Hydrogen gas, compressed.	p;d	150	180	500	300	180	
Hydrogen/Nitrogen	p;d	150	180	500	300	180	

241 ANNEXURE V—contd.

Articles		·		Classi- tion	ar	nima w conditio oplicable on-load	e to	Remarks
			Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Hydrogen peroxide solu exceeding 40 volu strength	tion imes	p;d	150	180	300	240	180	
Hydrogen peroxide solu of strength 40 volu and under	ition imes	P/29c	100	120	300	240	180	
Hydrosulphate or hysulphite of soda	dro-	p;d	80	95	400	300	180	
Hyposulphite of soda		P/7	55	65	400	300	180	
Ice	••	p ; P/12c	45 (OR)	57.5 (OR)	300	240	180	RR rates will be 20% higher.
Idols, stone	••	P/20	95	110	CC	cc	СС	
Implements for games	••	P/22	95	110	300	240	180	
Improved ballistite	••	p;d	180		AQ	AQ	AQ	
Incandescent mantles gas and high po lamps, etc		P/22	100	120	400	300	180	
Incense	••	P/22	100	120	300	240	180	
Incubators		P/22	80	95	300	240	180	
Indigo	••	P/22	80	95	400	300	180	
Indigo dust		P/22	55	65	400	300	180	
Indigo seeds		P/22	55	65	400	300	180	
Indigo sweepings		P/22	55	65	400	300	180	
Industrial alcohol, de tured As under— Denatured mhowa spirit. Denatured spirit,	ena-	p;d	95	110	270	220	150	
ordinary. Denatured spirit, special. Methylated spirit.						÷		
Infusorial earth diatomite	or	P/30	47.5	60	cc	сc	cc	,
Inhibitor	••	P/24c	130	150	300	240	180	
Ink		P/24	80	95	300-	240	180	

242

Articles	General ficat		ar	nima woonditio	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Insecticides (fluid) inflam- mable having a flashing point below 76° Fahr d	55	65	300	240	180	
Insecticides (fluid) inflammable, having a flashing point at or above 76° Fahr. but below 200° Fahr d	55	65	300	240	180	
Insecticides (fluid) inflammable, non-dangerous, having a flashing point at or above 200° Fahr P/24	55	65	300	240	180	
Insecticides, N. O. C P/24	55	65	400	300	180	
Instantaneous fuze p; d	180	(CAS)	AQ			
	150	100	- 1	AQ	AQ	
Iron, nitrate of p; d  Iron or steel—Division 'A'.	ADMINISTRA	180	400	300	180	
As under—	75	90	545	330	220	
Anchors P/19 Anghities or iron	777	97				
choolas P/19 Anvils P/19		1172			1	
Anvils P/19 Bangles P/5	Annah San	25.57			]	
Beaters, cast P/19	-	22330		1	-	
Bell chairs . P/19 Belt fasteners . P/22	सन्द्रमव	नयत		ĺ	İ	
Belt lacing iron or steel P/22			- 1	í	1	
Brackets P/19	1 1		į	ľ	- 1	
Buckets P/1 Buckles P/22	1 1	1	i	l	- 1	
Bungs and caps P/5	1 1	- 1	- }	-		
Cables, chain P/19	1 1	- 1	1	Į.		
Cables, wire P/1 Castings, N. O. C P/19	l l	ļ	j	ļ	i	
Chimneys P/19	i l		]	j		
Cisterns P/19 Columns, cast P/19	}	ŀ	-	i	1	
Licor-bolts . P/8				1	- 1	
Door-mats . P/19		- 1	1	- [	- 1	
Doors P/19 Dust bins P/19	i i	į	i	- 1	- 1	
Expanded metal P/1	1 1		1	- 1	1	
Fencings . P/1 Forges . P/19		- 1				
Gates P/19		ł	- 1			
Hammers P/5		}	- 1	1	]	
Hangers P/5 Hasps P/8	] ]				Ì	
Hasps P/8 Heels P/5	] [				[	
runges P/22	[	1		- 1	ĺ	
Hooks P/5	1 1			1		
	1					

243·

Articles		General Classi- fication		nima wo onditio plicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Iron or steel—Division 'A' (Concld.) Horse shoes P/5 Hydrants P/19 Ladders P/19 Ladders P/19 Lamp posts P/19 Laundry iron P 19 Measures P/5 Mortars and pestles P/1 Pad bolts P/8 Permanent way materials, N. O. C. P/19 Piles, screw P/19 Railings P/19 Railings P/19 Rollers P/19 Rope, wire P/1 Screws P/22 Shoe tips Shutters P/18 Tanks P/19 Tanks P/19 Tanks P/19 Tanks P/19 Tanks P/19 Tanks P/19 Troughs P/19 Tyres P/19 Valves P/19 Valves P/19 Valves P/19 Valves P/19 Valves P/19 Valves P/19 Weights P/19 Window frames P/19 Wire handles P/1 Wire netting P/1 Wire netting P/1 Wire netting P/1 Wire netting P/1 Wire netting P/1 Wire netting P/1 Wire netting P/1 Wire netting P/1 Wire netting P/1		प्रमेव ज	The second secon			*P/22 will only apply when each spring is under one seer.
Iron or steel—Division 'B'   As under—  Angles		85	545 300	330 240	220 180	Other than pipes For pipes. *P/31 will apply when in wagon loads and loaded in 4- wheeler open wagons.

ANNEXURE V—contd.

Articles			l Classi- tion	aj	nima woonditio	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Iron or steel Division (Concld.).  Corrugated sheets Cotters Cossings Crowbars Fabricated structure steelwork N. O. Of Fre-bars Flat iron Gibs Girders Gutters Hoops Hoop iron Joists Lattice tower parts Nails Nuts Packing case seals Pans Picks Pipes Platea Pole caps Poles Pots Rails Rivets, iron or gal nized Rods Shafts Sheets Shovels Sleepers Spades Squares Stay rods Steel sheet pillings Tacks Ties Tubings Washers Wheels Wheels for wells Wire	P/1 P/6 P/19 P/1 ral P/1 P/1 P/1 P/1 P/19 P/19 P/19 P/19 P/19 P/19 P/6 P/22 P/19 P/19 P/19 P/19 P/19 P/19 P/19 P/19 P/19 P/19 P/19 P/19	सयमेव	जयन				*P/31 will apply when in wagon loads and loaded in 4-wheeler open wagons.
fron or steel Division ' C As under— Billets Blooms	;*	65	75	545	330	220	
Iron or steel dust	P/5	32.5	42.5	cc	œ	cc	
Iron or steel scrap	P/5, S/19	40	52.5	cc	œ	cc	

245
ANNEXURE V—contd.

Articles			l Classi- tion	a	nima w conditio oplicabl on-load	Remarks		
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Iron, pig	••	P/5	40	52.5	cc	cc	СС	
Isinglass	••	P/22	100	120	400	300	180	
Isoamyl acetate	••	p;d	110	130	500	300	180	
Isopropyl alcohol	••	p;d	150	180	270	220	150	i
Itr	••	e ; P/22	150	180	300	240	180	
Ivory	••	e ; P/22	150	180	300	220	180	
Jacquard cards	••	P/22	85	100	400	300	180	
Jagree	···	P/4c; S/13 P/24	45	57.5	500	300	180	
	gree,	P/6 P/24	80	95	300	240	180	
Jam, imported As under— Jams, Jellies, Marmalade.	••	P/24	100	120	300	240	180	
Japannedware	••	P/22	100	120	270	220	150	
ecra seed, white	••	P/7	65	75	300	240	180	
haoo stalks	••	P/1 2	47.5	60	160	120	80	
ingles, N. O. C.	••	P/22	80	95	300	240	180	
oss, paper	••	P/22	150	180	400	300	180	
ute full-pressed Includes— Jute sliver.	••	S/31	70	85	cc	СС	cc	
ute half-pressed Includes— Jute sliver.	••	S/31	85	100	270	220	150	
ute manufactured, N. O. C. Includes— Blankets, Jute. Jute matting. Jute, yarn. Jute webbing.	4.4	P/21	95	110	400	300	180	4

246
ANNEXURE V—contd.

Articles		General ficat		ap	nima we ondition plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Jute, unpressed Includes— Jute sliver.	P/1	100	120	200	160	100	
Jute Stick	p; P/1	55	· 65	300	240	180	
Jute waste and cuttings,	D/0						
N. O. C	P/2	65	75	270	220	150	
Kaladana	P/6	55	65	450	300	180	
Kalijiri	P/6	65	75	450	300	180	
Kalonjee seed	P/6	65	75	450	300	180	
Kamela	P/6	55	65	450	300	180	
Karvees	P/6	55	65	450	300	180	
Keora water	P/24	80	95	300	240	180	
Kernels, N. O. C	P/6	95	110	300	200	180	
Keys for locks	P/22	80	95	545	330	220	
Kharad	P/7	55	65	240	160	120	
Khas tatties	P/1	85	100	270	220	150	
Khas water	P/24	80	95	300	240	180	
Khuskhus, pressed	••	55	65	270	220	150	ļ
Khuskhus, unpressed	<b>P</b> /1	80	95	200	160	100	Ì
Kniže cleaning boards	P/22	80	95	300	240	180	
Kokam	P/24	100	120	300	240	180	
Kuthroots (kooth, kuth or							
kut)	P/6	100	120	400	300	180	
Lac, crude or unrefined Includes— Dust lac. Grain lac. Lac refuse. Seed lac. Stick lac.	P/6	65	75	400	300	180	
Lacdye	P/22	65	75	400	300	180	
Lac, refined Includes— Button lac. Garnet lac. Shellac.	P/6	95	110	160	120	80	
		! !			1	<u> </u>	

247
ANNEXURE V—contd.

Articles		l Classi- tion	a	inima w condition pplicable con-load	Remarks		
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Lace, gold	. e; P/22	150	180	400	300	180	
Lace, N. O. C	e; P/22	130	150	400	300	180	
Lace, silver	e ; P/22	150	180	400	300	180	
Lacquered ware	P/20	130	150	270	220	150	
Lacquers, nitrocellulose	p;d 🤞	150	180	300	240	180	
Lametta	P/22	130	150	240	200	120	
Lamp black	p;d	80	95	400	300	180	
Lamp burners	P/22	80	95	450	300	180	
Lamps, brass or tin (if with chimneys and/or globes)	e ; P/22	80	95	160	120	80	
Lamps for motor vehicles, cycles, and carriages of all descriptions	P/22	130	150	160	120	80	
Lamp shades of all kinds (if of china, glass, marble, silk; e)	P/22	100	120	160	120	80	
Lamps, glass	e ; P/22	130	150	160	120	80	
Lamps, N. O. C. (if with chimneys and/or globes; e) Includes— Incandescent lamps.	P/22	130	150	160	120	80	
Lanterns, brass or tin (if with chimneys and/or globes; e)	P/22	80	95	160	120	80	
Lanterns, N. O. C. (if with chimneys and/or globes; e) Includes— Incandescent lanterns.	P/22	130	150	160	120	80	
Lathis wooden	P/1	70	85	300	240	180	
Lawn mowers	P/20f	60	70	300	240	180	
Lead for packing tea	P/17	65	75	cc		cc	

248
ANNEXURE V—contd.

	Articles			General ficat		c ap	nima we ondition plicable on-load	Remarks	
				Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Lead foil	• •	P/22	2	110	130	400	300	180	
Lead ingots or		••	•	65	75	СС	CC	cc	·
Lead ore	••	P/30	)	60	70	СС	СС	CC	
Lead oxide	p •	p;	d	100	120	400	300	180	
Lead, pig (See General	Rule 49).	• •		65	75	СС	CC	СС	
Lead scrap (See General	Rule 49).	P/7	É	65	75	СС	CC	СС	
Lead sheets		• •		70	85	450	300	180	
Lead sulphate	• 0	P/24	łc	70	85	500	300	180	
Leadware As under— Lead pipes Lead shots (See Ger Lead tubes Leadware, Lead wool	or bulk neral Ruk i. N. O. C.	P/22 ets. et 49)	2	95 सन्यमव	110 기각리	300	240	180	
Leather, artificition Includes— Leather	••	ta- P/2:	2	100	120	400	300	180	
Leather bellies	• •	P/5		65	75	400	300	180	
Leather board	••	P/2	2	80	95	400	300	180	
Leather goods, Includes— Gloves, lea		P/2	2	120	140	400	300	180	
Leather, N. O.	C.	P/2	2	120	140	400	300	180	
Leather parings	;	P/5		65	75	350	280	180	
Leather refuse able for use #ncludes— Clipping Scraping Shavings	as leath s.			40	52.5	350	280	180	

249
ANNEXURE V—contd.

Articles		General ficat		ap	nima wo conditio oplicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Leathers As under— Belting. Chamois. Coloured, i.e., any leather which has been artificially coloured. Crocodile and other reptile. Enamelled. Morocco. Patent. Roller skins. Russian.	P/22	120	140	400	300	180	
Leather trimmings	P/5	65	75	350	280	180	
Leather washers	P/22	85	100	400	300	180	
Leaves, Indigo or Indigo leaves, powdered.	P/22	80	95	400	300	180	
Leaves, mendhee or mendhee leaves, powdered or mendhee flowers. Includes— Henna leaves.	P/22	80	95	400	300	180	
Leaves, N. O. C Includes— Bay leaves. Leaves, mandhar.	p; P/5	70	85	120	100	80	
Letter boxes, iron	P/20	100	120	300	240	180	
L. G. Gelatine	p;d	180	••	AQ	AQ	AQ	
Life-belts	P/22	100	120	270	220	150	
Life-buoys	P/20f	100	120	270	220	150	
Lightload smokeless	p; d	180	••	AQ	AQ	AQ	
Lime and lime-stone Includes— Calcite Dolomite. Lime-shells. Magnesium lime stone.	P/30*	32.5	42.5	СС	СС	СС	* P/16A will apply for "Un- slaked lime" when booked as "smalls".
Linoleum	P/6	110	130	400	300	180	
Linseed meal	P/6	60	70	545	330	220	
Liquefied or compressed chlorine	p; d	110	130	500	300	180	

250
ANNEXURE V—contd.

Articles	General ficat	Classi- tion	ap	nima w conditio oplicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Liquid parassin P/24	80	95	300	240	180	
Lithographed forms, loose or bound in books, and other lithographed matter, N.O.C P/22	100	120	400	300	180	
Lithographic stone P/20	95	110	cc	cc	cc	
Locks with or without keys. P/22	80	95	545	330	220	
Locomotives, steam, electric, diesel, &c., (railway or tramway)	80		AQ	AQ	AQ	
Locomotives, unassembled component parts of P/20f	80	95	300	240	180	
Lorries, steam, subject to a minimum weight for charge of 50 maunds each f	130		AQ	AQ	AQ	
Масагоні Р/22	100	120	350	280	180	
Machinery, other than electrical	70	85 ब जयत	300	240	180	
Machinery parts, N. O. C						

251

Articles		General ficati		ce ap	nima we ondition plicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.		
Machine tools, electrically driven P	/20f	75	90	300	240	180	
Magnesia P	/24	130	150	400	300	180	
	/30	60	70	CC	CC	CC	
Magnesite crude, calcined, burnt or powdered P	/30	40	52.5	CC	СС	CC	
Magnesium carbonate P	/6	85	100	400	300	180	
Magnesium powder p	; d	150	180	400	300	180	
Magnesium sulphate not in tablet form P	/6	55	65	400	300	180	
Epsom salt. Magnets N. O. C P	/22	100	120	545	330	220	
Maida lakdi P	/5	80	95	300	200	180	
Makoh water P	/24	80	95	300	240	180	·
Malt P	/6	55	65	450	300	180	
Manganese chloride P	1/24c	70	85	400	300	180	
Manganese ore P	/30	40	52.5	cc	CC	CC	
Manganese oxide or dioxide I	2/30	47.5	60	cc	CC	cc	
Manganese sulphate F	2/24c	60	70	500	300	180	
Manganesite paste F	P/24c	80	95	400	300	180	
Mansil F	P/6	80	95	240	160	120	
Manures	?/30	25	32.5	500 350			For Glue factory waste (Hide fleshings scrapings and trimmings refuse) and offal such as blood dried, blood meal and meat meal only.

254

Article	ks.			l Classi- tion	aj	nima w conditio oplicable on-load	ns e to	Remarks
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Mica  As under—  Mica crude as mir  Mica sheets,  Mica blocks  splittings.	or	P/23	95	110	400	300	180	
Mica waste Includes— Mica powder.		P/5	55	65	СС	СС	CC	
Microscopes	• •	e; P/23	150	180	400	300	180	
Military chemical de stores	fence 	p ; d	180		AQ	AQ	AQ	
Military electric tubes		p;d	180		AQ	AQ	AQ	
Milk	• • .	p; P/15	75 (OR)	90 (OR)	200	160	100	RR rates will be 20% higher.
Milk, condensed and tir Includes— Cream, condensed tinned.		P/22	80	95	350	280	180	
Milk powder in tins		P/22	100	120	350	280	180	
Millinery		P/22	130	150	400	300	180	
Mineral salt bricks		<b>P/20</b>	55	65	400	300	180	
Mineral wool		<b>P</b> /5	80	95	350.	280	180	
Minor gem stones As under— Agate. Cat's eye. Cornelian. Garnet. Jade. Jasper. Lapis Lazuli.	••	e ; P/22	150	180	300	240	180	
Onyx.		P/20	100	120	270	220	150	
Models		P/6	80	95	240	160	120	
Molasses		P/24	40	52.5	CC 400	CC 300	CC 180	In tank wagons. Not in tank
Monazite sand		P/30	100	120	CC	cc	CC	wagons.
Monobel No. 1		p; d	180		AQ	AQ	AQ	
Moong bread		P/22	80	95	200	160	100	

253
ANNEXURE V—contd.

Articles		General ficat	ar	nima w conditio oplicable on-load	ns e to	Remarks		
****					B. G.	M. G.	N. G.	
Match boxes, empty	••	P/22	70	85	200	160	100	
Matches, fuzes, packe metal lined cases	d in	p;d	180	••	AQ	AQ	AQ	
Matches, non-safety		p;d	150	180	200	160	100	
Matches, safety	7 3	p;d	150	180	200	160	100	
Matting of all ki	inds,	P/18	70	85	270	220	150	
Mattresses, N. O. C.		P/6	100	120	270	220	150	
Mattresses, steel	. •	P/20f	80	95	545	330	220	
Measuring tapes.	٠.	P/22	130	150	300	240	180	
Meat, dried		P/22	80	95	350	280	180	
Meat, fresh	••	P/8	75 (OR)	90 (OR)	350	280	180	RR rates will be 20% higher.
Mechanical fans	••	P/22	95	110	300	240	180	
Medical mixtures	••	p;d	150	180	500	300	180	
Medical stores, N. O. C		P/22	130	150	300	240	180	
Medicated wines, impor	ted.	P/24	130	150	300	240	180	
Medicines	••	P/22	130	150	300	240	180	•
Medicines, narcotic	••	e ; P/23	150	180	300	240	180	•
Mercury	••	e ; P/24c	150	180	400	300	180	
Meta fuel	••	p;d	95	110	400	300	180	
Metal cutting or drill compounds	ling	P/24	65	75	400	300	180	
Metals, N. O. C. Includes— Silicon metal.	• •	P/30	100	120	400	300	180	
Methyl acetone	٠.	p;d	150	180	270	220	150	
Methyl alcohol	••	p;d	150	180	270	220	150	
Methyl chloride, liqued or compressed	fied 	p;d	150	180	500	300	180	
Methyl Ethyl Ketone	••	p;d	150	180	270	220	150	

Articles	3			l Classi- tion	ar	nima woonditio	ns e to	Remarks
	g andysk ein Spanningen Adv Hav destigen Spanningen and and and an angeles and an and an angeles and an anominate and an angeles and an angeles and an angeles and an angel			Smalls	B. G.	M. G.	N. G.	
Mica As under— Mica crude as mine Mica sheets, Mica blocks splittings.	 ed. or	P/23	95	110	400	300	180	
Mica waste Includes— Mica powder.	••	P/5	55	65	СС	СС	сс	
Microscopes	••	e; P/23	150	180	400	300	180	
Military chemical defe	ence	p;d	180	••	AQ	AQ	AQ	
Military electric tubes		p;d	180		AQ	AQ	AQ	
Milk	••	p; P/15	75 (OR)	90 (OR)	200	160	100	RR rates will be 20% higher.
Milk, condensed and time Includes— Cream, condensed tinned.		P/22	80	95	350	280	180	
Milk powder in tins	••	P/22	100	120	350	280	180	
Millinery	••	P/22	130	150	400	300	180	
Mineral salt bricks	••	P/20	55	65	400	300	180	
Mineral wool	••	P/5	80	95	350	280	180	
Minor gem stones As under— Agate. Cat's eye. Cornelian. Garnet. Jade. Jasper. Lavis Lazuli. Onyx.	••	e ; P/22	150	180	300	240	180	
Models		P/20	100	120	270	220	150	
Mokhana	••	P/6	80	95	240	160	120	
Molass/3	••	P/24	40	52.5	CC 400	CC 300	CC 180	In tank wagons. Not in tank
Monaz te sand	••	P/30	100	120	<b>c</b> c	cc	CC	wagons.
Monobel No. 1	••	p;d	180	••	AQ	AQ	AQ	
Moong bread	••	P/22	80	95	200	160	100	

Articles	General ficat		ap	nima woonditio plicable on-load	ns to	Remarks	
	Wagon- loads	Smalls	<b>B.</b> G.	M. G.	N. G.		
Mother-of-pearl shells	<b>P</b> /6	80	95	300	220	180	
Motia water	P/24	80	95	300	240	180	
Motor cycles, subject to a minimum weight for charge of 4 maunds per package	P/20f; S/3	120		AQ	AQ	AQ	
Motor cycles, component parts of	P/20f	130	150	300	240	180	
Motor cycles, with side cars attached, subject to a minimum weight for charge of 12 maunds per package	P/20f; S/3	120		AQ	AQ	AQ	
Motor lawn mowers, subject to a minimum weight for charge of 4 maunds per package	P/20f; S/3	100	120 13 FU	120	100	80	
Motor scooters, subject to a minimum weight for charge of 4 maunds per package	P/20f; S/3	120	••	AQ	AQ	AQ	
Motor tractors, component parts of, N. O. C.	P/20f	130	150	300	240	180	And the state of t
Motor tractors, subject to minimum weight for charge of 100 maunds per 4-wheeled or 6-wheeled wagon used and 200 maunds per bogie wagon used		65		AQ	AQ	AQ	

Note.—Railways accept no liability for detachable fittings such as rubber mats, spare tyres, lamps, inflators, tools, bells, &c., unless they are securely packed in cases and entered on the Railway Receipt. Detachable fittings in cases will be carried in the same truck, as the motor-tractors no charge being levied, provided they form part of the motor tractor or tractors with which they are loaded, and the total weight of detachable fittings and the motor tractor or tractors does not exceed the prescribed minimum weight for charge laid down above. If the total weight exceeds the minimum weight for charge, charges will be levied on actual weight.

Articles		General Classi- fication		ap	nima woonditio	ns e to	Remarks
	3	Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Motor tricars, subject to a minimum weight for charge of 12 maunds per package	P/20f; S/3	120	••	AQ	AQ	AQ	
Motor tricycles, subject to a minin um weight for charge of 12 maunds per package	P/20f; S/3	120		AQ	AQ	AQ	
Motor vehicles, N. O. C Incluces— Motor boats Motor cars	S/3 P/20f P/20f;	130		AQ	AQ	AQ	Note.—Regarding rules for escorts, see Rule 32.
Motor car bodies Motor car chassis	S/22 P/20f P/20f;		2.				1
Motor cars and com- mercial trucks in unassembled state, packed Motor lorries	S/22 P/20f P/20f; S/22			6			
Motor lorry bodies Motor lorry chassis	P/20f P/20f; S/22	सद्य	भव जयन				
Motor omnibus bodies Motor omnibus chassis	P/20f ;		10100100				
Motor omnibuses	S/22 P/20f; S/22						
Motor trailers	P/20f; S/22 P/20f						
Subject to a minimum weight for charge of 80 maunds for the first motor vehicle, boat or body loaded in a four-wheeled or six-wheeled wagon and to a minimum weight for charge of 160 maunds for either one or two motor vehicles, boats or bodies					AND THE RESERVE OF THE PROPERTY OF THE PROPERT		
loaded in a bogie wag motor vehicle, boat or four-wheeled or six-wheele additional motor vehicle two in a bogie wagon, charge will be 40 maunds.	body exc led wagor , boat or the mini	eeding on and for body exc	e in a every		And the second s		. ,

Articles	General ficat		ap	nima wo onditio oplicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Motor vehicles, N. O. C.— (concid.)  If the number of motor vehicles, boats or bodies loaded in a four-wheeled or six-wheeled wagon exceeds two and in the case of bogie wagons exceeds five, charges will be levied on the actual weight subject to a minimum weight for charge of 150 maunds per four-wheeled or six-wheeled wagon and 300 maunds per bogie wagon.  Note.—The above classification is applicable for the transport of motor vehicles when despatched in open wagons.  Motor vehicles, N. O. C S/3 Includes—  Motor boats  Motor cars  Motor car bodies  Motor car bodies  Motor car and commercial trucks in unassembled state, packed.  Motor lorries  Motor lorry chassis  Motor cornibus bodies						Note.—Regarding rules for escorts, see Rule 32.
Motor omnibus chassis Motor omnibuses Motor trollies  Subject to a minimum weight for charge of 80 maunds for the first motor vehicle, boat or body loaded in a four-wheeled or six-wheeled covered motor truck and to a minimum weight for charge of either one or two motor vehicles, loaded in a bogie covered motor one in a four-wheeled or six-wheele every additional motor vehicle, boat or one in a four-wheeled or six-wheele every additional motor vehicle, boat ing two in a bogie truck, the min charge will be 40 maunds.	boats or truck. Fo body, exe ed truck a t or body	bodies r every ceeding and for exceed-				

Articles	General Classi- fication	Minima weight conditions applicable to wagon-load rates	Remarks
	Wagon- loads Smalls	B. G. M. G. N. G.	
Motor vehicles, N. O. C.— —(contd.)  If the number of motor vehicles, boats or bodies loaded in a four-wheeled or six-wheeled covered motor truck exceeds two and in the case of bogie covered motor truck exceeds five, charges will be levied on the actual weight subject to a minimum weight for charge of 150 maunds per four-wheeled or six-wheeled truck and 300 maunds per bogie truck.  Note.—(i) The above classification is applicable for the transport of motor vehicles, when despatched in covered motor trucks.			
bility for detachable fittings, such as rubber mats, spare tyres, lamps, inflators, tools, bells, etc., unless they are securely packed in cases and entered on the Railway Receipt. Detachable fittings in cases will be carried in the same trucks, as the motor vehicles, no charge being levied, provided they form part of the motor vehicle or vehicles with which they are loaded, and the total weight of detachable fittings and the motor vehicle or vehicle or vehicle or vehicle does not exceed the prescribed minimum weight for charge laid down above. If the total weight exceeds the minimum weight for charge, charges will be levied on actual weight.			

259 ANNEXURE V-contd.

Articles	General ficat		c ap	nima wo onditio plicable on-load	ns to	Remark
	Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Motor vehicles, N. O. C.—(conc	ld.)					
(iii) Spare parts of motor cars and personal effects of the consignor may be carried in the same van in which a motor vehicle has been loaded provided the consignor agrees to—					,	
(a) Arrange to have the additional goods weighed, booked and loaded;	~!					
(b) Indemnify the railway against all incidental risks of damage to the motor car or the other goods loaded in the van, arising out of the carriage of the motor car and the goods in the one and the same van.						
A separate Railway Receipt should be issued for the motor car and for other goods loaded in the same van.	स	्ठे । भव जय	ì			
Motor vehicles, spare deta- ched parts of, N. O. C. P/2 Includes— Differential axles	2 130	150	300	240	180	
Moulding powder, N. O. C. P/2	4 55	65	400	300	180	
Moulds P/2	2 100	120	CC	СС	СС	
Mouse or rat traps P/2	2 95	110	300	240	180	
Mowha flowers P/5	60	70	400	300	180	
Mowha flowers, refuse P/5	47.5	60	400	300	180	
Mowha juice P/2	4 55	65	300	240	180	
Muriate of ammonia P/6	80	95	400	300	180	
Muriate of tin p;	d 150	180	400	300	180	
Musical instruments, N. O. C e;	P/22 150	180	300	240	180	
Musk e;	P/22 150	180	300	200	180	

262

Articles	Articles		Classi- ion	aj	nima w conditio oplicabl on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Noil yarn, not press-packe or not packed in boxes of cases	d or . P/6	100	120	300	240	180	
Noise production cracker (for A. R. P. training purposes containing in chlorate)	g 0	180	••	AQ	AQ	AO	
N. S. Gelatine dynamite .	•	180	••	AQ	AQ	AQ	
N. S. Gelignite	. p;d	180	••	AQ	AQ	AQ	
Numdahs		95	3 110	400	300	180	٠
Nuts, N. O. C	. P/6	80	95	400	300	180	•
Oatmeal in bags	. P/6	80	95	545	330	220	
Oatmeal in tins	P/22	95	110	350	280	180	
Office records	. P/22	100	120	300	240	180	
Oil cake	. P/5	25	32.5	545	330	220	
Oil-cloth	P/2	100	120	400	300	180	•
Oil dressed fabrics	· p;d	150	180	300	240	180	
Oil, fish, hardened or solidified		80	95	300	240	180	
Oils—Division A	P/24c	150	180	300	240	180	
As under— Cinnamon Clove oil Essential oils, N. O. C. Khol Sandalwood	0						. •
Oils—Division B As under— Almond Camphor Citronella oil Croton Lemon grass oil Poppy seed	P/24c	130	150	300	240	180	
Oils—Division C As under— Castor oil in bottles Codliver oil	P/24 P/24	95	110	300	240	180	
Corn or Maize oil in bottles	P/24						

Articles		General ficat		co ap	nima we ondition plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	м. <b>G</b> .	N. G.	
Nickel-copper-zinc alloy .	P/7	130	150	400	300	180	
Nickel-copper-zinc alloy scrap	P/7	95	110	СС	СС	сс	
Nickel-copper-zinc alloy ware	P/6	100	120	300	240	180	
Nickel ware	P/22	100	120	300	240	180	
Nickel wire	•	0.5	110	cc	СС	СС	
Nickel ware scrap	. P/7	95	110	400	300	180	
Nitrate of barium	p;d	150	180	400	300	100	
Nitrate of lead	p;d	150	180	400	_300	180	**
Nitrate of strontium (strontia)	. p;d	95	110	400	300	180	
Nitrite of soda	. P/24c	85	100	400	300	180	
Nitro benzol	. p;d	150	180	270	220	150	
Nitro-cellulose dope .	. p;d	150	180	300	240	180	
Nitrogen/Argaon .	. p;d	150	180	500	300	180	٠
Nitro-napthalene .	. p;d	150	180	270	220	150	
Nitrous oxide gas, compressed or liquefied .	p;d	150	180	500	300	180	
Nobel cordite	. p;d	180		AQ	AQ	AQ	
Nobel's electric delay action detonators		180	·	AQ	AQ	AQ	
Nobel's explosive No. 673.	p;d	180		AQ	AQ	AQ	
Nobel's Explosives No. 96 or Open Cast Gelignite N	8 1 d	180		AQ	AQ	AQ	
Nobel rim neonite .	. p;d	180		AQ	AQ	AQ	
Nobel's safety electric fuze	s. p;d	180		AQ	AQ	AQ	
Nobel shaped charges No.	5. p;d	180		AQ	AQ	AQ	
Noil yarn, in bales, prespacked and bound with iron bands or steel wire opacked in boxes or cases	h or	85	100	400	300	180	

262
ANNEXURE V—contd.

Articles			l Classi- tion	aj	nima w conuitio oplicabl on-load	ns e to	Remarks	
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	
yarn, not press-pa not packed in box es	es or	P/6	100	120	300	240	180	
production crace A. R. P. training crate)	ining		180	••	AQ	AQ	AO	
Gelatine dynamit	e	p;d	180	••	AQ	AQ	AQ	
Gelignite	••	p;d	180	Canal Canal	AQ	AQ	AQ	
iahs	••	P/6	95	110	400	300	180	
N. O. C	••	P/6	80	95	400	300	180	•
al in bags	••	P/6	80	95	545	330	220	
al in tins	••	P/22	95	110	350	280	180	
records	••	P/22	100	120	300	240	180	
ke	••	P/5	25	32.5	545	330	220	
th	••	P/2	100	120	400	300	180	
ssed fabrics	••	p;d	150	180	300	240	180	
h, hardened or sol		P/24	90					•
Oivision A	••	P/24c	80	95	300	240	180	
nder— unamon ove oil	••	·	150	180	300	240	180	
sential oils, N. O. ool ndalwood	. C.	c e						
Division B nder— mond mphor tronella oil	••	P/24c	130	150	300	240	180	•
oton mon grass oil ppy seed								
Division C ader— stor oil in bottles dliver oil		P/24	95	110	300	240	180	
rn or Maize oil in ottles		P/24 P/24		İ				

Articles		General Classi- fication		c ap	nima we ondition plicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Gingelly oil in bottles Groundnut oil in bottles Hydnocarpus oil Linseed oil in bottles Olive oil	P/24 P/24 P/24 P/24 P/24 P/24 P/24			·			·
Oils—Division D			••	cc	cc	cc	(in tank wagons)
Cashew shell oil Castor oil, N. O. C. Coaltar oil Cocoanut oil, N. O. C. Corn or maize oil, N. O. C Cotton seed Eucalyptus, N. O. C. Fish oil, N. O. C. Fish oil, N. O. C. Green oil Groundnut oil N.O. C. Insulating oil Kardi seed oil Linseed oil, N. O. C. Lubricating Margosa oil Mowha oil Mustard Pungam Rangoon oil Rape seed Shelcrome Sperm Sulfolene Tallow Tara seed oil Turkey red oil Vegetable oils, N.O. C.	P/24 P/24 P/24 P/24 P/24 P/24 P/24 P/24	一日の一日の日本	भूग नियम् सेव निय	300	240	180	(not in tank wagons)
Oil seeds, N. O. C Includes— Aniseed Castor Cotton Flax	P/6; S/29	47.5	60	500	300	180	·

264
ANNEXURE V—contd.

								22-21
Art	icles	•		al Classi- ation		finima v conditi applicab gon-loa	ons le to	Remarks
••	<u>.</u> .		Wagon loads	Smalls	B. G	. M. G	. N. G.	
Oil seeds, N. O. C. Gingelly Groundnuts shells Kusum (safflow Linseed Mowha Mustard Nim Polang Puppy Pungam Rape Scorgoja Tera Taramira Tobacco seeds Tung seeds  Oily materials As under—Bagging Canvas Covers	withou		130	150	300	240	180	
Paper Rags Waste, N. O. C.	ç		121		>			
Olive wood	••	P/5	80	95	350	280	180	
Onions	••	P/6	42.5 (OR)	55 (OR)	400	300	180	RR rates will be 20% higher.
Oodbat:i	••	P/22	100	120	200	160	100	
Open cast gelignite	••	p;d	180	••	AQ	AQ	AQ	
Opium (See General Rule	49)	e ; P/22	130	150	300	200	180	
Opium, crude, liquid	••	e ; P/24c	150	180	300	200	180	
Ores, common, N. O. Includes— Alunite Barytes Bauxite Ilmenite Iror. ore Iror pyrites	. C	P/30	32.5	42.5	cc	CC	CC	
Ornamer.ts, gilt	••	P/22	130	150	300	240	180	

265

Articles	General fica	Classi-	ar	nima w conditio oplicabl on-load	Remarks	
·	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Ornaments made of beads (if made of articles listed in Rule 37; e) P/	22 130	150	300	240	180	<u> </u>
Ovens, clay P/20	55	65	300	240	180	
Ovens, N. O. C P/20	80	95	400	300	180	
Oxalate of potash p; d	130	150	500	300	180	
Oxygen, gas, compressed p; d	100	120	500	300	180	
Oxygen, liquid or liquid air p; d	150	180	500	300	180	
Packing made of greased jute, hemp or flax, for pipe joints or pump glands P/5	65	75	270	220	150	
Paintings e; P/2	2 150	180	400	300	180	
Paint and varnish removers, corrosive, non-inflammable p; d	.65	75	300	240	180	
Paint and varnish removers.			300	240	100	
inflammable p;d	150	180	300	240	180	
Paints, having a flash point below 200° Fahr. but not below 95° Fahr.—Division A d As under— Enamels, and enamel paints (such as Paripan, Ripolin, Aspinals, &c.).	95	जयते 110	400	300	180	
Paints, having a flash point below 200° Fahr. but not below 95° Fahr.—Division B d Includes— Varnish paint.	75	90	400	300	180	
Paints, nitrocellulose p; d	150	180	300	240	180	
Paints, non-dangerous, having a flash point at or above 200° Fahr P/24 As under— Paints paste or liquid.	75	90	400	300	180	

266

			<del></del>					•
Article	s			l Classi- tion	aı	inima w conditic pplicabl on-load	ns e to	Remarks
		•	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Paints, partly compose naphtha or other in mable liquids, i.e., he a flash point at or a 76° Fahr. but below Fahr., N. O. C.	ilam Ivin Bov	- S	130	150	400	300	180	
Paints, polishes, cem compositions, and carticles partly comp of naphtha or other hinflanimable liquids, having a flash point b 76° Fahr., N. O. C.	othe osec ighly i.e. elov	r 1 /	150	180	300	240	180	
Paint thinners, having flash point at or a 76° Fahr	g a	1	95	110	400	300	180	
Paint thinners, havin flash point below Fahr.	g 8 76°	•	100	120	400	300	180	
Palanquins, subject to minimum weight charge of 13½ man each	for	Diane	100		AQ	AQ	AQ	
Palmine		P/22	80	95	240	160	120	
Palo		P/22	80	95	350	280	180	
Paniphul	••	P/5	55	65	270	220	150	
Paper bags	••	P/2	55	65	400	300	180	
Paper or card board co cores, spools or tubes	nes,	P/22	60	70	300	240	180	•
Paper kites	••	P/22	65	75	300	240	180	
Paper, N. O. C. in rolls reels protected at the e and sides, or in bales bundles	nds	P/17	65	75	400	300	180	
Paper, N. O. C. in cases	••	P/22	80	95	400	300	180	
Paper trarsfers	••	P/22	100	120	300	240	180	
Paper, wal		P/22	100	120	400	300	180	

267
ANNEXURE V—contd.

Articles		General ficat		e ap	nima wo onditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	м. с.	N. G.	
Paperware (other than Stationery), N. O. C Includes— Drinking straws, Paper capsules, Paper cups. Paper dishes.	P/22	95	110	300	240	180	
Paper waste and cuttings, N. O. C	P/5	47.5	60	300	240	180	,
Papier-mache	P/22	95	110	300	240	180	
Papundkar (potash)	P/6	60	70	400	300	180	
Paraffin wax	P/6	100	120	300	240	180	
Parchment	P/22	100	120	400	300	180	
Pastes, adhesive	P/24	80	95	400	300	180	
Patterns for castings	P/22	100	120	CC	cc	cc	
Paulins	P/6; S/5	80	95	400	300	180	
Pedal, vehicles, children's N. O. C. subject to a minimum weight for charge of 1 maund per package	P/20f	130	150	300	240	180	
Peel (lemon, orange and citron) raw	P/5	55	65	270	220	150	
Pencils	P/22	100	120	300	240	180	
Pentachlorophenol dissolved in selected petroleum oils	đ	60	70	300	240	180	
Penthrite (P. E. T. N.)	p;đ	180	••	AQ	AQ	AQ	
Pepper, in tins, bottles, or jars	P/22	100	120	300	240	180	
Perambulators, collapsible, subject to a minimum weight for charge of 20 seers per package	P/20f	130	150	300	240	180	

**26**8

Articles			Classi-	ap	nima w conditio oplicabl on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Perambulators in pieces or parts	P/22	130	150	300	240	180	
Perambulators, subject to a minimum weight for charge of two maunds per package	P/20f	130	150	300	240	180	
Perchloride of iron, liquid	p;d	110	130	300	240	180	
Perchloride of iron, solid	p;d	130	150	300	240	180	
Perchloride of mercury or Bichloride of mercury (corrosive sublimate)	p;d	130	150	300	240	180	
Perchlorate of ammonia	p;d	150	180	400	300	180	
Perfumery	P/22	150	180	300	240	180	
Permanganate of potash	P/24c	95	110	400	300	180	
Peroxide of sodium	p;d	150	180	400	300	180	
Pestles, wooden	P/5	60	70	300	240	180	
Petroleum and other hydro- carbon oils, dangerous, i.e., having a flash point below 75° Fahr., N. O. C.	p;d	130	150	сс	cc	cc	In tank wagons.
Include:— Aviation spirit. Benzene. Benzene (petrol). Benzele. Crude oil. Benzeline. Ethyl Aviation spirit. Gasolene (Gasoline). Leaded Aviation spirit. Lighter fluid. Motor spirit. Petrol (benzine). Petrol:um ether. Solvert oil.				300	240	180	Not in tank wagons.

269
ANNEXURE V—contd.

Articles		General ficat		c ap	nima w onditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
flashing point at a above 76° Fahr Includes— Aeromex oil, Cleaning oil, Colza (Mineral) oil, Diesel oil, Furnace oil,	0- r- a Dr . d	62.5	72.5	CC 300	CC 240	CC 180	In tank wagons. Not in tank wagons.
Gas oil. Heavy diesel oil. High speed diesel oil. Jet turbine fuel. Kerosene or paraff oil, non-dangerous. Light diesel oil. Liquid fuel. Marine diesel oil. Naphtha, solve: having a flashir point at or above 76 Fahr. Refrigerator burnin oil. Tea drier oil. Vapourising oil.	in nt ng ve						
Petroleum coke Includes— Calcined coke.	P/5	40	52.5	СС	cc	cc	
Phenyle, soluble	. P/24	55	65	300	240	180	
Phenylene-di-amine para crystals	p;d	100	120	500	300	180	
Phosphor copper	<b>P/7</b>	130	150	400	300	180	
Phosphorus	p;đ	150	180	300	240	180	İ
Phosphorus pentachloride	. p;d	150	180	300	240	180	
Phosphorus sulphide	p;d	150	180	300	240	180	
Phosphorus trichloride	p;d	150	180	300	240	180	
Photo electric cells	e; P/23	150	180	300	240	180	
Photographic apparatus	e; P/23	150	180	300	240	180	
Photographic paper	. P/22	130	150	400	300	180	

270
ANNEXURE V—contd.

Articles		General ficat	ap	nima wo onditio oplicable on-load	Remarks		
		Wagon- loads	Smalls	B. G.	м. с.	N. G.	
Photographic plates	e ; P/22	150	180	300	240	180	
Pianos	e; P/22	150	180	300	240	180	
Pickers Includes— Leather buffers.	P/22	85	100	400	300	180	
Picking sticks wooden for looms	P/22	85	100	300	240	180	
Picric powder	p;d	180	••	AQ	AQ	AQ	
Picture frames, common, wooden	P/22	100	120	300	240	180	
Picture frames, N. O. C	P/22	. 150	180	300	240	180	
Picture frame mouldings N. O. C	P/22	100	120	300	240	180	
Picture frame mouldings, wooden, not polished, lacquered, enamelled or		14					
plastered	P/22	55	65	300	240	180	
Pictures, N. O. C	e ; P/22	150	180	400	300	180	
Pictures lithographed Includes— Pic:orial advertisements, calendars and labels.	P/22	100	120	400	300	180	
Piece-gc ods, cotton, woollen or ar ificial silk, with or without common metal, brass or tinsel thread edging, false or imitation lace in bales, press-packed or packed in boxes or cases and all hand-loom products including "Khaddar" not presspacked  Includes—  Bed-covers.  Bed-sheets  Book-binding cloth.  Bread cloth.  Calico.  Cambric.  Cotton velvet.  Do-sootie cloth.  Du gree cloth.  Fla anel.	P/25	100	120	400	300	180	

Articles		General ficat		co app	ima we indition blicable n-load	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Piece-goods, cotton, woollen or artificial silk, with or without common metal, brass or tinsel thread edging, false or imitation lace in bales, press-packed or packed in boxes or cascs and all hand-loom products including "Khaddar" not press-packed—concld. Floor cloth. Garah cloth. Gloves, cotton, woollen or artificial silk. Handkerchief. Hosiery. Kharwa cloth. Linen. Lois. Mullmull. Muslin. Pugries, khaki. Putties, woollen. Rayon. Ribbons. Shawls, common Tennis screens. Thread, cotton, woollen, artificial silk, flax or hemp. Towel. Turbans. Twist, cotton, woollen, artificial silk, flax or hemp. Umbrella covers, cotton or artificial silk. Wearing apparel. Yarn, cotton, woollen, artificial silk, aloe, flax hemp and artificial cotton or rayon.	e		म्ब जय				
Piece-goods, cotton, woollen or artificial silk, with or without common metal, brass or tinsel thread edging, false or imitation lace, not press-packed or not packed in boxes or cases. Includes—  Book-binding cloth.  Broad cloth.  Calico.  Cambric.	P/25	120	140	300	240	180	

Articles		General Classi- fication		co ap	ima we onditio plicable on-load	Remarks	
	i	Wagon- loads	Smalls	Б. G.	м. G.	N. G.	
Piece-goods, cotton, woollen or artificial silk, with or without common metal, brass or tinsel thread edging, false or imitation lace, not press-packed or not packed in boxes or cases—concld.		•	·				
Cotton velvet. Diosootie cloth. Dungree cloth. Flannel. Floor cloth. Garah cloth. Gloves, cotton, woollen or artificial silk. Hosiery. Kharwa cloth. Liben. Lois. Mullmull. Muslin. Puggries, khaki. Putties, woollen. Rayon. Ribbons. Shawls, common Tennis screens. Thread, cotton, woollen, artificial silk, flax or hemp. Turbans. Tvist, cotton, woollen, artificial silk, flax or hemp. Umbrellacovers.cotton or artificial silk, flax or hemp. Vintralia silk, flax or hemp. Vintralia silk, flax or hemp. Vintralia silk, flax or hemp. Vintralia silk, flax or hemp. Vintralia silk, flax or hemp. Vintralia silk, flax or hemp. Vintralia silk, flax or hemp. Vintralia silk, flax or hemp. Vintralia silk, flax or hemp. Vintralia silk, aloe, flax, hemp and artificial cotton or rayon.	e	サービー・	्री विजयने				
Piece-goods, cotton, woollen or artificial silk, mixed with silk, with or without common metal, brass or tinsel thread edging false or iruitation lace	e ; P/25	150	180	400	300	180	·
Piece-goods, cotton, woollen or artificial silk, worked with gold or silver lace	e; P/25	150	180	400	300	180	:

273
ANNEXURE V—contd.

Articles	General ficat		co api	ima we ondition olicable on-load	is to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Piece-goods, silk e; P/25 Includes— Silk, manufactured, N. O. C. Thread or twist. Umbrella covers, silk. Velvet.	5 150	180	400	300	180	
Pine oil p; d	80	95	400	300	180	
Pipe clay P/5	65	· 75	CC	СС	CC	
Pipes, cement P/20	60	70	300	240	180	
Pipes, earthenware and stoneware P/20	60	70	300	240	180	
Pipes, N. O. C	69	70	300	240	180	
Pipes, smoking, earthen or clay P/22	<b>5</b> 5	65	300	240	180	
Pipes, smoking, N. O. C P/22	130	150	300	240	180	
Pistols P/23 (See General Rule 49).	130	150	300	240	180	
Piston packing P/22	80	95	270	220	150	
Pitch P/24	45	57.5	450	300	180	
Pith P/5	80	95	270	220	150	
Plans e; P/2	22 150	180	300	240	180	
Plantain trees p; P/	13 55	65	270	220	150	
Plants p; P/	13 75 (OR)			220	150	RR rates will be 20% nigher.
Plaster P/22	47.5	60	300	240	180	
Plaster casts for ornamenting ceilings or walls . P/20	130	150	СС	cc	cc	
Plaster Gelatine p; d	180		AQ	AQ	AQ	
Plaster of Paris P/22	55	65	cc	СС	CC	
Plastic Igniter cord 10 seconds/ft p; d	180		AQ	AQ	AQ	

274

Articles		General ficut	Classi-	a;	nima w conditio oplicable on-load	Remarks	
		Wagon- loads	Smalls	В. G.	M. G.	N. G.	
Plastic materials, manufactured, N. O. C. Includes— Bakeliteware, Eponiteware, Vucaniteware,	P/22	120	140	120	100	80	
Plasticised Nitrocellulose Chips	đ	150	180	300	240	139	: <b>i</b>
Plastic wood	p;d	150	180	300	240	180	<b>f</b> <b>f</b> :
Platedware	e ; P/22	150	180	300	240	180	
Plioboad	p;d	150	180	400	300	180	
Polar ajax	p;d	180		AQ	AQ	AQ	
Polar ammon gelignite	p;d	180		AQ	AQ	ΛQ	
Polar ammon gelignite No. 2	p;d	180	TY.	AQ	AQ	AQ	
Polar ammon gelignite No. 3	p;d	180	J.L.	AQ	AQ	AQ	
Polar ammon gelatine dynamite	p ; d	180		AQ	AQ	AQ	
Polar Dynobel No. 2 "S".	p;d	180		AQ	AQ	AQ	•
Polishes, cements, composi- tions and other articles, partly composed of naphtha or other inflam- mable liquids, i.e., having a flashing point at or above 76° Fahr. N.O. C.	p ; d	130	150	400	300	180	
Polishes, dressings, stains and cleaning compounds, not composed of naphtha or other inflammable liquids	P/24	95	110	400	300	180	
Polishes, dressings, stains and cleaning compounds partly composed of naphtha or other inflammable liquids having a flashing point at or above 76° Fahr.	; d ;	95	110	400	300	180	
· · · · · · · · · · · · · · · · · · ·	); d	150	180	300	240	180	
•	2/22	130	150	300	240	180	
	2/5	55	65	270	220	150	

215

Articles		General ficat		C(	ima wa onditio plicable on-load	ns : to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Porcelain	e ; P/22	133	150	270	220	150	
Port Fires	p;J	180	••	AQ	AQ	AQ	
Posteens	P/22	100	120	300	240	180	
Potassium	p;d	150	180	400	300	180	
Potassium, country	P/6	55	65	400	300	180	
Potatoes	Pj6	42.5 (OR)	55 (OR)	400	300	180	RR rates will be 20% higger.
Potatoes, sweet	2,5	42.5 (OR)	55 ( <b>O</b> R)	400	300	180	i mguei.
Poultry shell grit	P/6	47.5	60	CC	CC	CC	•
Power alcohol	p;d	120	140	270	22.)	150	•
Power alcohol mixture	p; d	. 120	140	270	220	150	İ
Preserves, vegetables, country Includes—Pickles.	P/24	80	95	300	240	180	
Preserves. vegetables, imported Includes— Pickles.	P/24	100	120	300	240	180	
Preserves (fish and masi), N. O. C.	P/24	95	110	300	240	180	
Pre-fabricated aluminium components Includes — Aluminium alloy extruded sections. Aluminium house components.	P'20f	110	130	300	240	180	
Presses, screw, cotton or jute	D.30L	65	75	300	240	180	
Primers, percussion	p : d	180		AQ	AQ	AQ	
Printed forms, loose or bound in books, and other printed matter, N. O. C.	P/22	100	120	400	300	180	
Printing materials, N.O.C.	P/22	100	120	300	240	180	1

276
ANNEXURE V—contd.

Articles			General Classification		nima wo conditio plicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	м. с.	N. G.	
Printing metal Includes— Types old and a serviceable.	P/7	95	110	CC	CC	СС	•
Producer Gas Plant	P/20f	70	85	300	240	180	
Prussiate of Potash	P/24c .	85	100	400	300	180	
Prussiate of soda	P/24c	85	100	400	300	180	
Public address equipme (electric)	ent P/22	150	180	300	240	180	
Pulp and pulp sheets As under— Bamboo. Grass. Paper. Straw. Wood.	P/22	60	70	300	240	180	
Pulpboard, N. O. C. bales or bundles Inc'udes— Cardboard. Duplex board. Cireyboard. Millboard. Pasteboard. Ticket board.	in P/2	65	<b>75</b>	400	300	180	
Pulpboard, N. O. C. cases Includes— Cardboard. Duplex board. Greyboard. Millboard. Pasteboard. Ticket board.	in P/22	95	110	400	300	180	
Pulp, cotton (for filteri purposes)	ng P/22	100	120	300	240	180	
Pushmina	P/22	100	120	270	220	150	
charge of 20 seers p	a or	130	150	300	240	180	
Putty	P/22	65	75	400	:		

Articles		General fica	Classi-	ar	nima w condition plicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	Remarks
Raw materials for the manufacture of plastic materials—concid.  Cellulose acetate moulding powder. Ebonite. Ethyle cellulose moulding powder. Ivory, synthetic. Malamine forma'dehyd moulding powder. Nylon moulding powder. Nylon moulding powder. Phenol formaidehyde moulding powder. Phenol furfural moulding powder. Polystyrene moulding powder. Polystyrene moulding powder Polythlene moulding powder P. V. C. moulding powder Urea forma'd-hyde moulding powder.	de						
Vulcanite.  Rectified spirit (50° over proof and above)		95	110	270	220	150	
Redwood	•	95	110	350	280	180	
Reeds and rushes	P/1	47.5	60	270	220	150	
Reeds writing	P/2	47.5	60	270	220	150	
Reflex signs and signals (when fitted with glass lenses; e)	P/22	100	120	300	240	180	
Refractory bricks Includes— Fire-bricks. Ganister bricks. Silica bricks.	P/30	45	57.5	cc	œ	cc	
Refigerators electric	P/22	100	120	300	240	180	
Refrigerators, N. O. C	P/22	100	120	300	240	180	

Articles		General fical	Classi- ion	ar	nima w conditio plicable on-load	ns e to	Remarks
		Wagoa- loads	Smalls	B. G.	M. G.	N. G.	
Raw materials for the manufacture of paper or straw board to be booked to a paper or straw board mill. —(coneld.)							- a 44
Fibrous materials pressed As under— A oe straw. F.ax straw. Hemp combings. Hemp cuttings. Jute cuttings. Jute waste. Linseed straw.	P/1			270	220	150	
Grass, dry Includes— Bankas, grass Bhoosa Chari Dhall Stalks Hay Kirby Moonj Sabai Sirkee Straw	P/1 P/1 P/5 P/1 P/1 P/1 P/1 P/1 P/1 P/1	•	111	160	120	80	
Gunny waste and cuit-	P/1	સહામા	স্থল	270	220	150	
Hemp netting, unservice- able or cuttings Newspapers and maga-	<b>P/1</b>		••	270	220	150	
zines, old Paper waste and cuttings Rags, other than oily rags	I'/I P/I P/I; S'25	 		270 300 270	220 240 180	150 180 150	
Rope unserviceable or cuttings			••	350 350 350 350	250 280 280 280 280	180 180 180 180	
Used Railway tickets	<b>P</b> /5			300	240	180	
Raw materials for the manufacture of plastic materials Includes— Acrylic moulding powder Bakelite.		110	130	400	300	180	
Cellulose acetate buty rate moulding powde	- er					***************************************	

279
ANNEXURE V—contd.

Articles		General ficat	Minima weight conditions applicable to wagon-load rates					Remarks	
		Wagon- loads	Jiimus	! 	M	. G.	N. G		<u></u>
taw materials for t	he	ŧ		:	!	•	!	! :	
manufacture of plast	IR.	•	!	;	:	;		;	
Calulose acera	ite	:	ļ .		•		•	4	
meulding powder.					:		•		
l'ilanite. Ethyle cellulose moul	a.	•	•	:					
ing powder.	• •-	:		•	:			:	
Ivory, synthetic,	1	•		:	•		;	;	
Malamine forma'det moulding pawder.	ly <b>uc</b>	:		:	:			•	
Nylon mouldi	ng			:	٠		:	į	
nowher		577	757		•		!	į	
Phonel formuladis	u:.	CH(3	SILO					;	
Michol Patrick Both	J. 8	2005	THE ST	5			•	•	
ing wader.		Vision	THE SECTION		•		1	į	
Polysterine mould	ny.	1811	SSE663				:	į	
powder Polythlene mould	::4	CONT.	3469				!	•	
powder		0.43	11.97					;	
P. V. C. morest	1 K	1414	848	÷				į	
powder Urea forma'd by	ydo	district the same of the same	district.	•			:	i	•
mouthing power	¢	ALV TO		:	:			İ	
Vulcanite.		Web Silver	3/5-5/					i	
Rectified spirit (50% o	4.1.				^	224	15		
proof and above)	p;d	सन्य 95	न जय <b>े।</b> 0	27	U	220	13	~ !	
							:		
Redwood		95	110	35	0 .	280	18	5U	
		:		į	:			. i	
Reeds and rushes	P/1	47.5	60	)   27	0	220	1:	50	
SAPANU MEM PHILIAM.	- • •		1		1		1	- 1	
	P/2	47.5	60	27	ro İ	220	1:	50	
Reeds writing	*:6	7/10	1 ~						
		i	1		1				
Reflex signs and sign (when fitted with g	nais Jose	İ			j				
(when nited with g	P/22	100	120	0 30	) OC	240	1	80	
***************************************	• -		i	!	- 1			1	
Defeators beinks	P/30	4	57.	s   a	c l	CC	C	c	
Refractory bricks Includes—	1,00	"			- {			١	
Fire-bricks.			1				1	i	
Ganister bricks.		•	i	ļ	•			•	
Silica bricks.		•	į		:		:	:	
		1 10	o i 12	0 2	00	24	0 1	180	
Rell igerators electric	P/22	10	12	~  3	~	-	`\'		
		I				24	. ا		
Refrigerators, N. O. C.	P/22	1 10	0 i 12	w 1 2	100	: 74	41 1	180	

280

Articles		l Classi- tion	ap	nima w condition plicable on-load	ons le to	Remarks
	Wagon- loads	Smalls	В. С.	M. G.	N. G.	•
Reinforced concrete Includes— Beams . P/20 Columns . P/20 Pipes . P/20 Posts . P/20 Tanks etc P/20	60	70	300	240	180	
Relays for bombs (for aircraft) p; d	180		AQ	AQ	AQ	
Rennct P/22	80	95	240	200	120	
Resin d	65	75	400	300	180	
Resin, synthetic P/24*	95	110	400	300	180	*P/7 will apply when in lumps.
Respirators (Gas masks) P/22	130	150	300	240	180	<u> </u>
Ribs of palm leaves P/1	47.5	60	200	160	100	
Rice, parched P/6	80	95	350	280	180	
Rice pounders, wooden P/1	60	70	300	240	180	
Rickshaws, in pieces or parts. P/201	110	130	300	240	180	
Rickshaws, subject to a minimura weight for charge of 4 mainds per package P/20f	130	न जयते	AQ	AQ	AQ	
Road surface dressings, composed mainly of creosote, petroleum residue, pitch or tar oil, N. O. C P/24 Includes— Bitumen.	45	57.5	CC 500	CC 300	CC 180	In tank wagons, Not in tank
Road surface dressings, liquid, composed mainly of creosote, petroleum residue, pitch or tar oil, having a flash point below 200 Fahr. but not below 76 Fahr. d.	65	75	500	300	180	wagons.
Roburite No. 4 p; d	180		AQ	AQ	AQ	
Rockite p; d	180		AQ	AQ	AQ	
Rollers, stone	70	. 85	cc	cc	CC	•
Roofing felt or patent P/2	70	85	400	300	180	

283

Articles		General ficat	Classi- ion	cc apr	ima we ondition olicable n-load	ns to	Remarks
	•	Wagon- loads	Smalls	в. G.	м G.	N. G.	
Sandale, wooden with or with out straps	h- P/5	55	65	300	240	180	
Sandalwood Includes— Sandalwood roots.	e;P/22	95	110	350	280	180	
Sindalwood bark, chips andust	nd e;P/22	. 55	65	300	2,00	180	
Sandstone	P/30	32.5	42.5	cc	CC	CC	
Satt.i food	P/22	80	95	350	280	180	
Saw dust, N. O. C.	P/5	47.5	60	240	200	120	
Saws	P/20f	80	95	545	330	220	
Scented waters, N. O. C.	P/24	150	180	300	240	180	
Scents	e;P/2	2 150	180	300	240	180	
Scientific instruments, N. O. C.	c;P/2	130	150	400	300	180	•
Sealing wax	P/22	65	75	300	240	180	
Seeds, ban.bco	P/6	80	95	300	240	180	<u>}</u> <u>!</u>
Seeds common As under— Ambac i seed. Bowchee. Broom. Date eed. Gowar seed. Grass. Hemp. Hura. Jute. Kang seed. Kait. Kootoo Lonar. Lucerne. Meth i. Sar i seeds. Sawa. Senji. Tamarind.	P/6	37.5	जयते 50	450	300	180	
Ajwan seeds, N. O. C. Cori .nder Scapnut seeds	· ::			}.00	240	180	

282
ANNEXURE V—contd.

Articles				rticles		General ficat		` υ } μρ	olma we onelitio plicable on-load	ns e to	Remarks
				Wagon- loads	Smalls	B. G.	М. <b>G</b> .	N. G.	: :		
Rubber reclaimed			P/5	120	140	400	300	180	·		
Rubber solution, of rubber ar having a flus below 76° Fahr.	id naph blag po	ha	p;d	150	180	: : 400	300	: : : 18:0			
Rubber solution of rubber ar naving a dashi or above 76° Fa	id napht ig point	ha	p;d	120	140	400	1 360		!		
Rutile				100	120	CC	CC	CC			
Saccharine			P/22	130	150	350	280		!		
Safes, iron or steel Includes— Steel ballot be		••	P. 201	100	120	260	: , 240 -	186	:		
Saffron	••	• •	e;P.12	130	150	300	200	180	: :		
Sago, common, wa	iste	• •	P, 5	32.5	42.5		240	180	! :		
Sago, pearl .		٠.	P 22	100	120	450	300	180	\$		
Sailcloth			P/6	80	95	270	220	150	:		
Salt, ani.ine	• •		p;d	130	150	500	300	180	:		
Salt earth or earth (See General R		••	P:6	47.5	60	CC	cc	cc	:		
Salt for table use	••	••	P/22	95	110	500	300	180			
Salt, N. O. C. Includes— Hide salt.	••	••	P;6	35	45	545	330	220	:		
Sal petre crude	•••••		d.	32.5	42.5	450	300	180	! 		
(See General R Saltpetre, refined (See General R	• •	••	đ.	65	75	450	300	180	Made de la companya d		
Salt, refined, in bag	gs	••	P/6	70	85	545	330	220	1		
Sams <b>onita</b>	• •	٠.	p;d	180	••	AQ	AQ	AQ	† •		
Samionic		٠.	p;d	180	• •	AQ	AQ	ΛQ	! ! :		
Samsoni e No. J	• •		p;d	180		AQ	AQ	AQ			
Sand Includes— Quartz sand. Silica sand.	••	••	p;P/36	30 (OR)	40 (CE)	cc	cc	cc	RR rates wi		

283

Artic	l <b>e</b> s		General ficat		e ap	nima we onditior plicable on-load	is to	Remarks
			Wagon- loads	Smalls	B. G.	м G.	N. G.	
S indah, wonden will out straps	or wi.h-	P <sub>.</sub> 5	55	65	300	240	180	
Sandalwood Includin Sand dweed roo		e;P,22	95	110	350	280	180	
Sindalwood bark, c	·	c;P/21	55	65	, 300	296	180	
Sandstone		P/36	32.5	42.5	cc	cc	CC	
Sail.ifood		P,22	80	95	3 <b>5</b> 0	280	136	<b>,</b>
Saw Just, N. O. C.	••	P. 5	47.5	66	240	200	120	
Saws	••	P. 20f	80	95	545	330	220	
Scented waters, N. O	. c	P/24	150	180	300	240	081	
Scents		e;P.12	150	180	300	240	180	
Scientific instrument N. O. C.	s, 	e;?/21	130	150	: 400	300	180	
Sading wax		F, 21	65	75	300	240	180	
Seeds, ban beco	••	PG	86		300	240	180	
Seeds common As under— Ambac i seed. Bovenee, Broom, Date leed, Gowar seed. Grass, Hemp, Hura, Jute, Kang seed, Karia, Kootoo Lonar, Lucerre, Methi, Sargi seeds, Sawa, Senji, Tamarind,	••	P-6	37.5	50	<b>\}450</b>	300	180	
Ajwan seeds, N Cori inder Scapnut seeds.	•••			:	} ∞	240	180	<u> </u>

284
ANNEXURE V—contd.

Articles		Classi-	co ap	ima we ondition plicable on-load	Remarks	
	Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Seeds, N. O. C P/6 Includes— Celery seeds. Suwa seed.	55	65	300	240	180	
Seeds rubber P/6	80	95	300	240	180	
Seeds til, scented P/7	100	120	300	240	180	
Selenium P/2	4 136	150	500	300	180	
Shanks, P/2	2 80	95	270	220	150	
Shawls, fine, e P/2. Includes— Cashmere shawls.	2 150	180	400	300	180	
Shells filled and fused p;	d 180		AQ	AQ	AQ	
Shells N. O. C	80	95	200	160	100	
Shell, star p.d.	180	37	AQ	AQ	AQ	
Shrubs P/13	80	95	270	220	150	
Shuttles P/22	65	75	300	240	180	
Side-cars of bicycles, subject to a minimum weight for charge of 1 maund per package P/20f	सन्यमेव 130	नयते 150	300	240	180	
Side-cars of motor cycles, subject to a minimum weight for charge of 4 maunds per package P/20f	130		AQ	AQ	AQ	
Sieves P/22	80	95	160	120	80	
Signals mortar smoke- Blue p.d.	180		AQ	AQ	AQ	
Signals mortar smoke- Red p.d.	180		AQ	AQ	AQ	
Signals mortar smoke- Yellow p. d.	180		AQ	AQ	AQ	
Signs N. O. C	100	120	400	300	180	
Sikakai P/5	65	75	300	200	180	
Silicate cement P/24	85	100	CC	cc	CC	 
Silicate of cotton P/5	80	95	350	280	180	

285
ANNEXURE V—contd.

Articles	General ficat		apı	ima wei ondition olicable n-load	to	Remarks
	Wagon- loads	Smalls	B. G.	М. G.	N. G.	
Silicate of soda P/24c	37.5	50	400	300	180	
Silicaware (Pure fused Silica) P/22	130	150	300	240	180	
Silicol	1. 150	180	350	280	180	
Silico manganese P/6	55	65	CC	cc	cc	
Silk raw or in cocoons e. P/22	100	120	300	240	180	
Silk waste P/6	100	120	300	240	180	
Sillimanite (Silica of alumina) P/30	45	57.5	СС	сс	сс	
Size	80	95	450	300	180	
Slag P/30	32.5	42.5	cc	CC	СС	
Slate pencils P/22	55	65	450	300	180	
Slates in tiles or slabs P/30	60	70	CC	cc	СС	
Slates writing P/23	2 55	65	450	300	180	
Smoke balls P;	d 180	C-11/2	AQ	AQ	AQ	
Smoke Generators, smoke candles p;	d 180	व जयते	AQ	AQ	AQ	
Smokeless diamond p;	d 180	14 3140	AQ	AQ	AQ	
Snaps, when contained in fully manufactured Christmas or bonbon crackers d	120		AQ	AQ	AQ	
Snuff P/2 Includes— Medicated snuff.	2 100	120	350	280	180	
Soap P/2 Includes— Includes— P/2	1	85	500	300	180	
Liquid Soap. P/2			300	240	180	
Soapnuts P/5	47.5	1	1		ļ.	
Soapsand	j. 60	' '	400	300	100	
Soap-stock (bye-product obtained in refining cotton-seed or other oil with caustic soda) P/2	47.5	60	500	300	180	

286

Articles		General ficat		i c	nima we conditio oplicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Soapstone Includes— French chalk Soapstone powder Steatite	P/6 P/6 P/6 P/6	32.5	42.5	CC	cc	сс	
Soapstone, dressed Includes— Soapstone tiles or slabs	P/20	55	65	cc	cc	СС	
Soda crystals or soda ash.	P/6	37.5	50	500	200	120	
A 11	p; d	150	180	400	300	180	
Sodium Sodium bisulphate	P/24c	47.5	60	400	300	180	
Sodium bisulphite	P/24c	60	70	400	300	180	
Sodium fluoride	P/24c	70	-85	400	300	130	
Sodium fluosilicate	P/6	70	85	400	300	180	
Sodium formaldehyde	1,0		100	400	300	180	
sulphoxylate	P/24c	95	110	400	300	180	•
Sodium hypochlorite solution or electrolytic chlorine in bottles, packed in cases.	P/24c	100	120	500	300	180	
Soci im hypochlorite solution or electrolytic chlorine in drums.	P/24c	60	70	500	300	180	
Sodium perborate	P/24c	130	150	400	300	130	
Sodium phosphate Includes— Disodium phosphate. Monosodium phosphate.	P/24c	60	70	400	300	180	
Sodium sulphide	P/2-1c	70	85	400	300	180	
Sodium sulphite	P/24c	70	85	400	300	180	
Sodium canthate	p;d	65	75	400	300	180	
Sola	P/5	80	95	270	220	150	
Sola hats	P/22	100	120	270	220	150	

287

Artic	les		General ficat		c : ap	nima we ondition plicable on-load	is to	<b>Rem</b> ark <sub>a</sub>
			Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Solder Includes— Brazing metal.	1	P/22	100	120	400	300	180	
Soldering fluid	•	1.	60	70	400	300	180	
	stoves refills toves.	p <b>;</b> d	80	95	270	220	150	
Soopdahs	1	P/1	80	95	240	160	120	
Sooringee wood	••		80	95	350	280	180	
Soya beans		P/6	65	75	450	300	180	
Spangles	1	P/22	130	150	300	240	180	
Sparklets	1	P/22	80	95	240	160	120	
Special Gelatine strength	30%	o ; d	180		AQ	AQ	AQ	
Special Gelatine, strength	45%	); d	180		AQ	AQ	AQ	
Special Gelatine, strength	90%	p;d	180	जयने	AQ	ΛQ	AQ	
Special Gelatine, strength	80%	p;d	180		AQ	AQ	AQ	
Special Gelatine, strength	•	o; d	180	••	AQ	AQ	AQ	
Special Gelatine, strength	60%	p <b>; d</b>	180		AQ	AQ	AQ	
Spectacles	е	; P/22	150	180	400	300	180	
Spent bleaching or earth	clay	P/30	32 5	42.5	cc	cc	CC	•
Spirit exide of iron gas purifiers		p : d	47.5	60	400	300	180	
Spices As under— Caraway seed. Cardamoms. Cassia. Cinnamon. Cloves.	(	<b>P</b> /7	100	120	300	240	180	

Articles	General fica		ap	ima we ondition plicable on-load	ns to	Remarks
	Wagon- loa is	Smalls	B. G.	M. G.	N. G.	
Spices—concld. Juera seed black. Mace. Nutmeg. Pepper, N. O. C. Sahjeera. Spices, N. O. C.						
Spirits, wines and cordials (in bottles or in jars packed in cases or hampers) imported P/23 Includes— Liquor.	120	140	300	240	180	
Spirits, wines and cordials (not in bottles or in jars) imported P/24 Includes— Liquor.	110	130	300	240	180	
Spirits, wines and cordials, country (below 50° over-proof having a flashing point below 76° Fahr.) p; d As under— Arrack, Liqu.r, Mowha spirit, Toddy.	100	120 1 जयत	300	240	180	
Spirits, wines and cordials, country (below 50 over-proof having a flashing point at or above 76 Fahr.) P/24 As under— Arrack. Liquor. Mowha spirit. Toddy, p.	100	120	300	240	180	
Spirit varnish p;	95	110	270	220	150	
Splints for matches P/22	70	85	200	160	100	
Sponges P/22	150	180	160	120	80	·
Spoons wooden P/5	80	95	300	240	180	
Stable kit P/2	70	85	200	160	100	
Stain'ess steel sheets or rods. P/1	85	100	450	300	180	

ANNEXURE V—contd.

Articles			General fica	ap	nima woonditio oplicable on-load	Remarks		
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Stainless steel ware Includes— Stainless steel pipes. Stainless steel tubes	I	2/22	100	120	300	240	180	
Stains, nitro-cellulose	p	; d	150	180	300	240	180	
Stamped paper, e.	P	/23	130	150	400	300	180	
Stamps, e	P	2/23	130	150	400	300	180	
Stannic Chloride		); d	180		AQ	AQ	AQ	
Starch in tins	•	/22	80	95	350	280	180	
Starch, N. O. C Includes— Arrow root flour			47.5	60	450	300	180	
in bags or casks Gluten starch Maize flour in bags Potato flour in bags Sago flour in bags Tamarind seed flour Tapioca flour in bags	P P P P	2/6 2/6 2/6 2/6 2/6 2/6 2/6 2/6			) }			
Stationery, N. O. C.	P	/22	100	120	300	240	180	
Statuary, e	P	/20	150	180	cc	CC	cc	
Stearine	P	/6	80	95	300	240	180	
Steel grit	P	/5	80	95	cc	cc	cc	
Steel wool	P	/22	80	95	300	240	180	
Stencil paper	P	/22	100	120	400	300	180	
Stencil plates	P	/22	80	95	545	330	220	
Sticks, walking	P	/22	130	150	300	240	180	
Stone, cut or engraved	P	/20	80	95	СС	cc	cc	
Stone flour	P	/6	47.5	60	cc	cc	cc	
Stone, moss or flower	P	/ <b>7</b>	60	70	СС	cc	cc	
Stone, N. O. C Includes— Chakees, stone. Felspar. Flagstone. Ghantees. Jatta.	P	/30	32.5	42.5	cc	cc	cc	

**ANNEXURE V**—contd.

Articles		General ficat		ap	nima wo onditio oplicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Stone N. O. C.—concld. Kooringhee stone. Koorum stone. Korandum. Mill stones Quartz. Sils and lohras.							
Stone pumice	<b>P</b> /5	80	95	300	240	180	
Stoneware, N. O. C	P /20	65	75	300	240	180	,
Stonobel	p; d	180	223.	AQ	AQ	AQ	-
Stoves, N. O. C Includes— Cookers, toasters, etc., other than electric.	P/20 f	100	120	270	220	150	The state of the s
Strawboard boxes empty	P/22	80	95	400	300	180	
Strawboard, N. O. C	P/2	60	70	400	300	180	
Straw envelopes	P/22	70	85	400	300	180	
Submarine Blasting Gelatine	p;d	180		AQ	AQ	AQ	
Sugar, P/6 B; Includes— Shukkur (sugar not ground or powdered jagree).	S/29	65	<b>7</b> 5 । जयन	545	330	220	
Sugar candy	P/6	70	85	500	300	180	
Sugarcane	P/30	42.5	55	270	220	150	
Sugarcane juice	P/24	65	75	300	240	180	
Sugar clarifiers (chemical), N. O. C	P/24	85	100	400	300	180	
Sulphate of alumina Includes— Alumino ferric.	P/30	40	52.5	400	300	180	
Sulphate of salt !	P/6	130	150	400	300	180	
Sulphate of soda 1	P/6	37.5	50	400	300	180	
Sulphate of zinc	P/6	100	120	400	300	180	
Sulphited cellulose extract 1	P/24c	47.5	60	300	200	180	
Sulphur	P/30	47.5	60	400	300	180	

291
ANNEXURE V—contd.

Articles		General ficat		c ap	nima wo onditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M G.	N. G.	
Sulphurous acid gas, compressed or liquefied (Sulphur dioxide)	p;d	150	180	500	300	180	
Sulphuretted hydrogen, compressed or liquefied	p;d	150	180	500	300	180	
Surgical dressings	P/2A	130	150	300	240	180	
Surgical instruments	P/22	150	180	400	300	180	
Survey instruments and appliances, e	P/22	130	150	400	300	180	
Sweetmeats, Indian Includes— Cakes, Jalebies, Rosogollas, Sandesh, etc., (made of flour, sugar and ghee or oil and which are of an easily perishable nature) Laddoos.	P/22A	55	65	240	160	120	
	P/22	130	150	300	240	180	
Tabulating machines and parts	P/22	130	150	300	240	180	•
Tallow Includes— Non-edible vegetable tallow,	P/6	60	70	300	240	180	
Tamarind	P/5	60	70	400	300	180	
Fanning extract of all kinds.	P/5	60	70	300	200	180	
Canstuff, N. O. C. i.e.,							
bark, leaves, nuts, or fruits, used in tanning P	5	32.5	42.5	300	200	180	
ape, wool P	22	100	120	300	240	180	
Capinea in tins P	22	95	110	350	280	180	
Fapioca, sundried Pr Includes— Tapioca chips.	Ó	. 55	65	450	300	180	

292
ANNEXURE V—contd.

Articles		General ficat		c ap	nima we ondition plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Tar	P/24	45	57.5	CC 450	CC 300	CC 180	In tank wagons. Not in tank
Tarpaulins Includes— Water-proof gunny cloth.	P/6 ; S/5	95	110	400	300	180	wagons.
Tarstil	P/24	55	65	450	300	180	
Tarter emetic	p;d	150	180	400	300	180	
Теа	P/27	110	130	350	280	180	
Tea chest fittings metal	P/22	70	85	450	300	180	
Tea chests, made up	9	55	65	120	100	80	# : : : : : : : : : : : : : : : : : : :
Tea seed	<b>P</b> /22	100	120	300	240	180	
Telegraph and telephone instruments	P/22	150	180	300	240	180	
Telegraph and telephone materials, N. O. C	P/22 ; S/14	95	110	300	240	180	
Telescopes	e ; P/23	150	180	400	300	180	
Terebine or sundryers	p;d .	80	-95 -94-	400	300	180	
Terracotta ware	<b>P</b> /9	65	75	300	240	180	
Thermite A. R. P. Bombs.	p;d	180	••	AQ	AQ	AQ	
Thread, gold or silver	e ; P/22	150	180	300	240	180	
Thread, gold or silver imitation	P/22	130	150	300	240	180	
Tiles. common (Flooring)	P/20	60	70	CC	CC	CC	
Tiles, common (Roofing)	P/20	30 (OR)	40 (OR)	CC	cc	СС	RR rates will be 20% higher.
Tiles, flooring, earthen	P/20	32.5	42.5	CC	cc	CC	
Tiles, glazed and orna- mental	P/20	95	110	СС	СС	СС	
Tiles, glazed, not orna- mental	P/20	55	65	сс	CC	СС	
Timber N. O. C	••	40	52.5	350	280	180	
Tin dross (containing not more than 50 % tin)	P/16	85	100	400	300	180	

293
ANNEXURE V—contd.

Articles		General ficat		ap	nima w conditio plicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Tin foil	P:22	110	130	300	240	180	
Tin ingots, sheets or blocks.		100	120	350	280	180	
Tinnedware, N. O. C	P-22	95	110	300	240	180	
Tinning materials	P. 22	80	95	400	300	180	
Tin plate or tinned sheet scrap	P 30; S 19	32.5	42.5	СС	СС	СС	
Tinsel	P, 22	130	150	300	240	180	
Tinsel, glass	e ; P,22	100	120	300	240	180	
Tipping wagons Includes— Fipplers.		75	90	270	220	150	
Titanium potassium oxalate	p;d	130	150	500	300	180	
Titanium tetrachloride	p;d	180		AQ	AQ	AQ	
Title deeds	e ; P 22	150	<b>= 180</b>	400	300	180	
Tobacco, country, manufactured Includes Biddy tobacco, i.e., broken or cut tobacco ready for use in making biddies. Hookah tobacco or tobacco which has been subjected to a certain aromatic process.	P, 10	100	120	300	240	180	
Tobacco, country unmanufactured Includes— Cured or dried tobacco leaves separated from stalks, Raw tobacco (green tobacco leaves), Tobacco butts, Tobacco butts, dust, Tobacco dust, Tobacco stalks,	P. 7	95	110	300	240	180	

Articles		General ficat		ap	nima wo conditio oplicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Tobacco, imported	P/23	120	140	300	240	180	
Toilet requisites, N. O. C. Includes— Brushes, hair, nail, shaving and tooth. Sanitary Towels.	P*22	100	120	300	240	180	
Toluol	p;d	100	120	270	220	150	
Tonite or cotton powder No. 1	p ; d	180	9	AQ	AQ	ΛQ	
Tonite or cotton powder No. 2	n . d	100					
Tanta Na A	p;d	180		AQ	ΛQ	AQ	
Table N. O. C.	p;d	180		AQ	AQ	AQ	
Includes— Boring tools. Hand punches.	P/22	95	110	300	240	180	
Tortoise shell	<b>P</b> /22	100	120	200	160	100	
Toys, bamboo, clay and wooden	P/22	47.5	- 60	300	240	180	
Toys, N. O. C	P/22	85	100	300	240	180	
Trailers, N. O. C. Subject to a minimum weight for charge of 50 maunds for the first trailer loaded in 4-wheeled or 6-wheeled wagon and to a minimum weight for charge of 100 maunds for either one or two trailers loaded in a bogie wagon—For every additional trailer exceeding one in a 4-wheeled or 6-wheeled wagon and for every additional trailer exceeding two in a bogie wagon, the minimum weight for charge will be 30 maunds.  If the number of trailers 1	f oaded	in a 4-whee	led or	AQ	AQ	AQ	
6-wheeledwagon exceeds to bogie wagon exceeds five, the actual weight subject charge of 100 maunds per wagon and 200 maun	vo and charges to a m r 4-whe	in the case will be leve inimum weig seled or 6-w	of a ied on ht for				

295
ANNEXURE V—contd.

Articles		General ficat		ap	nima w conditio oplicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Treacle, refined in bottles or tins	P/22	100	120	300	240	180	
Trenails	<b>P</b> /5	55	65	545	330	220	:
Trichlorethylene (Etheylene Trichloride)	P/24c	130	150	270	220	150	
Tricycles, subject to a minimum weight for charge of 2 maunds per package	P/20f	130	150	300	240	180	
Tricycles and scooters, children's, subject to a minimum weight for charge of 20 seers per package	P/20f	130	150	300	240	180	
Tricycles, component parts of	P/22	130	150	300	240	180	
Tri-nitro-toluol, commercially pure	p ; d	180	MAL	AQ	AQ	AQ	,
Trisodium phosphate	P/7Bc	55	65	400	300	180	
Trollies	f	120	140	270	220	150	
Trunks, N. O. C	<b>P/20</b>	110	130	120	100	80	
Tubes for firing explosives.	p;d	180	••	AQ	AQ	AQ	
Tubs, bath, earthenware or fire-clay	P/20	80	95	300	240	180	
Tubs, bath, enamelled	P/20	95	110	300	240	180	÷ .
Tubs, bath, marble (including Baroda Green)	e ; P/20	100	120	СС	СС	СС	
Tubs, bath, N. O. C	P/20	80	95	545	330	220	
Turmeric	<b>P</b> /6	70	85	500	300	180	
Turpene	p;d	100	120	400	300	180	
Turpentine, oil or spirits of Includes— Mineral turpentine. Mineral turpentine extract.	p; d	95	110	400	300	180	
Turpentine substitutes	p;d	80	95	400	300	180	
Tuthroots	<b>P</b> /5	80	95	400	300	180	

296
ANNEXURE V—contd.

Articles		General ficat		c ap	nima we ondition plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Twine (string), N.O.C	P/22	85	100	300	240	180	and the Control of th
Type metal dross	. P/5	55	65	CC	CC	CC	
Types	. P/22	110	130	CC	СС	CC	
Typewriting machines .	. P/22	100	120	300	240	180	
Umbrella, cotton or artificial silk		80	95	300	240	180	
Umbrella fittings .	. P/22	80	95	450	300	180	
Umbrellas, leaf		80	95	120	100	80	
Umbrellas, silk	. e; P/22	100	120	300	240	180	
Unclassified goods. (See General Rule 73)		180		AQ	AQ	AQ	
Urea	. P/7	100	120	400	300	180	
Uranium oxide	. P/24c	130	150	400	300	180	
Valonia	P/5	100	120	300	200	180	
Varnish having a flash poir below 200° fahr, but no below 95° Fahr.	it ot . d	75	90	400	300	180	
Varnish, N. O. C.	. p;d	95	110	400	300	180	
Varnishes, nitrocellulose	. p;d	150	180	300	240	180	
Vegetable black	p;d	95	110	400	300	180	
Vegetables, dehydrated Includes— Dehydrated cabbages Dehydrated potatoes	•	95	110	300	240	180	
Vegetables, N. O. C. Includes— Cow-pea, green.	p; P/5	42.5 (OR)	(OR)		220	150	RR rates will be 20% higher.
Veneers for matches	P/22	70	85	200	160	100	
Verdigris	P/24c	130	150	500	300	180	
Verraicelli	P/22	100	120	350	280	180	
Vermiculite, expanded	P/5	85	100	CC	CC	CC	
Vermiculite, raw	P/5	80	95	CC	CC	CC	

**ANNEXURE V**—contd.

Articles		Genera fica	a	inima w conditic pplicabl on-load	Remarks		
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Victor powder No. 2 r	o; d	180		AQ	AQ	AQ	
Vinegar F	2/24	80	95	400	300	180	
Vinesthene (Di-Vinyl Ether) p	); d	150	180	270	220	150	F
<del>-</del>	o ; d	150	180	400	300	180	
	/24	100	120	400	300	180	
Wagons or vehicles railway. P	/20f	75	90	300	240	180	
Wagons or vehicles, Railway, unassembled component parts of P	/20f	75	90	300	240	180	
Valnut wood		80	95	350	280	180	
Includes— Walnut wood bark P/	15	1	1 97	29	200	160	
Var rockets p	; d	180		AQ	AQ	AQ	
Vashers, coir P/	5	60	70	270	220	150	
Vashers, paper P/	22	60	70	300	240	180	
Vaste rock crystals P/	5	60	70	СС	CC	CC	
aste refuse P/	1	65	75	270	220	150	
atches e;	P/23	150	180	400	300	180	
Includes—	; P/24	27.5	37.5	СС	СС	СС	
aterproof goods P/2	22	100	120	400	300	180	
aterproofing liquids, powders or compounds, non-inflammable P/2	24	95	110	300	240	180	
ater softening materials (for water softening plant) P/2	4	80	95	500	300	180	
ax cloth P/6		100	120	400	300	180	
ax manufactured, N.O.C. P/2	2	130	150	300	240	180	
ax, refined, N. O. C P/2	2	100	120	300	240	180	

298

ANNEXURE V—contd.

Articles	General ficati		co ap	nima we onditior plicable on-load	to	Remarks
	Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Wax unrefined, N.O.C P/5	80	95	300	240	180	
Weed killer, liquid, arsenical p; d	100	120	300	240	180	
Weed killer, liquid, non- arsenical p; d	55	65	300	240	180	
Weed killer, liquid (non-poisonous) p; d	55	65	300	240	180	
Weed killer (powder) arsenical p; d	130	150	400	300	180	
Weed killer (powder) non- arsenical p; d	65	75	400	300	180	
Wheels of all kinds (with or without axles attached), fitted with rubber tyres P/20f	95	110	300	240	180	
Wheels wooden	47.5	60	300	240	180	
Whips P/22	130	150	400	300	180	
White arsenic p; d	100	120	400	300	180	
White metal P/7	100	120	400	300	180	
Window frames, glazed P/20	100	120	300	240	180	
Wines (non-alcoholic) . P/24 Includes— Asavas and arishtas (non-alcoholic Indian medicated wines).	100	120	300	0 240	180	
Wire, gold or silver imitation P/22	130	15	0 30	00 24	0 180	
Wire, gold or silver plated e; P/22	2 130	) 15	30	00 24		
Wolfram P/22	110	13	30 40	00 30	0 180	
Wood preservatives (non-dangerous) P/24 Includes— Sleeper oil. Timber oil. Wood oil.	70	2	35 30	24		
Wood wool (shavings) P/5	6	0	70 2	40 20	00 120	
Wooden articles, N. O. C P/5	5	5			40 180	
Wooden 'T' squares P/22	10	00 1	20 3	00 2	40   180	)

**29**9

Article	es		General ficat		ap	nima w conditio oplicable on-load	ns e to	Remarks
			Wagon- loads	Smalls	<b>B.</b> G.	M. G.	N. G.	
Wool, full-pressed Includes— Wool undressed.		P/21; S/15	95	110	400	300	180	
Wool, half-pressed Includes— Wool undressed.		P/21 ; S/15	120	140	270	220	150	
Wool loose Includes— Wool undressed.		P/5; S/15	130	150	120	100	80	
Wool waste	••	P/5; S/30	95	110	300	240	180	
Xylol		p; d 🍕	100	120	270	220	150	
Yak tails		P/22	100	120	120	100	80	
Yams Includes— Dried yams.	••	P/5	45	57.5	400	. 300	180	
Yeast dry		P/22	80	95	400	300	180	
Zahir mohra khatai		e; P/22	150	180	300	200	180	
Zinc dross		<b>P</b> /7	65	75	CC	CC	CC	
Zinc dust		p; d	130	150	400	300	180	
Zinc foil		P/22	110	130	400	300	180	
Zinc ingots or slabs			70	85	cc	CC	CC	
Zinc ore Includes— Zinc blende.	• •	P/30	60	70	CC	CC	CC	
Zinc phosphide		p;d	110	130	400	300	180	
Zinc scrap		P/7	65	75	CC	CC	CC	
Zinc sheets or rods		P/1	75	90	450	300	180	
Zinc stearate		P/24c	130	150	400	300	180	
Zincware As under— Zinc pipes. Zinc tubes. Zincware, N. O. C		P/22	95	110	300	240	180	
Zinconium ore		P/30	60	70	сс	сс	СС	



सन्धमेव जयते



Schedule of and Si on-Load conditions, proposed by Sri. I. S. Puri P. Bhandarkar, for Broad Gauge Wagons.

सन्यमेव जयते

302

# ANNEXURE VI

		Commod	lity				Maunds.
rial No.		Commod	my.	and the second second second			450
1 A	al root			••	••		500
2 A	brasives manufactured		••	••			300 (Not in tank wagons)
3 A	Absolute alcohol	••				\	C. C.
4	Acetate of lime	• •	••	••	**		300
5	Acetone	••	• •	• •	••	\	500
	Advertising boards or sig	gnboards	••	••	••		500
7	Agar (aloe wood, eaglew	ood and	ignaloes)	••			550
8	Ak floss, full pressed	••		• •	* *		400
9	Ak floss, half pressed	• •		. •	• •		C. C.
10	Albums	1	100	10	••		500
11	Alum	(2)			••		500
12	Aluminate of soda	- 6			,	••	450
13	Amber	- R		469	••	••	450
14	American cloth		YA VI	Ul.	••		500
15	hicarbona	ite		777	••		300
16	Amyl alcohol	G.		(2)		•	Like Concentrate
17			पद्ममेवः	नयते 🕶		•	C. C.
1	and flour N.	o. C					500
_						•	500
	. :- oxides of				• •		500
_	· · · · · · · · · · · · · · · ·						350
							450
	23 Ait potters			. ,			500
	24 Alvi					•	500
	i i mid		, .			•	400
		ured .				•	400
	-ament n	roducts				•	•••
	do					•	450
	29 Aspesios crass	••					450
	30 Athletic appliances 31 Bags, carpet						C. C

Seria No.		Com	modity.				Maunds,
32	Bags, cotton	• •		• •	• •		450
33	Bags, N. O. C.		••	• •			C. C.
34	Bamboo chicks						400
35	Bamboo chips, cuts, splits	and sp	olints N. C	D. C.			400
36	Bamboo crushed, N. O. C		••			••	400
37	Bamboo handles for chear	umbr	ellas			• •	400
38	Banderol (Excise)		• •				500
39	Barium carbonate	• •	• •	••			500
40	Barium hydrate (Barium h	ydroxi	đe)				500
41	Barium peroxide	• •		••			500
42	Barium sulphide		A. F.	3			500
43	Bars, sash and sky, iron or with anti-rust solution.	steel, g	alvanised	or coated	with le	ead or	C. C.
44	Baskets, common, country						350
45	Baskets, N. O. C		T.I.				350
46	Beads, coral		144	MIT			450
47	Beads, N. O. C			A PART OF			450
48	Benjamin		Victorial Control	24.54			500
49	Bicarbonate of potash		संध्यम	व जयते			500
50	Bicarbonate of soda						500
51	Bichromate of potash	••				••	500
52	Bichromate of soda			• •	• •		500
53	Bicycles, children's, subject seers per package.	to a r	ninimum '	weight for	r charge	of 20	450
54	Bicycles, fitted with auto-wh weight for charge of two r	eel atta	achments per pack	subject to	o a mini	imum	450
55	Bicycles, subject to a minimu	ım wei	ght for cha	arge of one	e maune	d per	450
56	package. Bisulphide of carbon.				• •		300
57	Blankets, cotton or woollen		• •				450
58	Blotting paper in bales or be	undles	••				500
59	Boards, patent, insulating of	or buile	ding (ceili	ing, wall	or floor	ring)	500
60	Bones			• •			400
61	Books				· ·	••	C. C.

306

Serial No.	Marie Carlos Company (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996)		Maunds				
122	Concentrated ethyl fluid (s dibromide).	olution	of lead	tetra eth	ıyl in	ethylene	To be enquired into.
123	Copperas green (sulphate o	f iron)	• •	••			500
124	Copper coated iron or steel	l wire		• •			C. C.
125	Coral	••		••	٠.,	••	450
126	Cotton (raw), full pressed	••	••			• •	C. C.
127	Cotton (raw), half pressed	••		• •	• •	••	400
128	Cotton string or twine	• •	••	••		••	450
129	Cotton wadding	• •				• •	400
130	Cowrecs	• •	••	• •			400
131	C. P. Methanol	* -	a-17730	25			300
132	Cricket kit and accessories	. 6	71/2			••	450
133	Crucibles or capels, coment	, earthe	nware o	r magnes	ite	••	350
134	Crucibles or capels, N. O. (	c {					350
135	Curtains						450
136	Dammer		MAX	16.6		••	500
137	Dandies, subject to a minim	um weig	ht for ch	arge of o	ne ma	und each.	450
138	Date seed powder	8		2/5/			C. C.
139	Dharries		neri)ia				C. C.
140	Dhoop roots	••	41-4-14	alekt			450
141	Discarded healds, old and u	ınservice	able, N.	O. C.			350
142	Door frames, glazed	••	••	••			450
143	Doors, wooden			••	٠.		450
144	Drapery, N. O. C.	• •	••	••			450
145	Drawing boards		• •	••			450
146	Dumb bells	• •		• •			450
147	Dye roots						450
148	Dye wood	• •					500
149	Earthenware, N. O. C.						350
150	Ebony	• •	• •	• •		,.	450
151	Embroidery	• •	• •	• •.	••		450
152	Emery stone, in lumps	• •	••	••	••		500

Serial No.	Com		Maunds			
93	Chairs, push, children's, subject of one maund per package	arge	450			
94	Chairs, push, children's, collaps for charge of 20 seers per packa	eight	450			
95	Chakees, wooden					450
96	Chalk crayon					450
97	Charka	• •				450
98	Chemical manures, Division " A	A"				C. C.
99	Chemical manures Division "B		4.7			C. C.
100	Chillies	• -				240
101	Chinaware					350
102	Chinese lanterns	0				500
103	Chrome alum	G1815		\$		500
104	Churns, wooden				••	450
105	Cigarette paper	Abata S				500
106	Cigarettes	1014	KAR.			250
107	Cigars, country	CHA.				250
108	Cigars, imported			7		250
109	Clay figures	77.00				350
110	Clay grates	સલ્વમ	ग जनत		••	350
111	Clay modelling			• •		350
112	Cloth cuttings (new), N. O. C., cuttings.	such as taile	ors' cutti	ngs and h	osiery	350
113	Cloth cuttings (old), N. O. C., cuttings.	such as taile	or's cutti	ngs and h	osiery	350
114	Clubs, Indian, wooden		• •	• •		450
115	Cocoanut, cocoanut kernels			• •		350
116	Coir					350
117	Collodion		. 1	• •		300
118	Combs, horn		× 1	. •		400
119	Combs, N. O. C.					400
120	Combs, wooden					400
121	Composition pots (i. e., pots other ingredients).	manufactui	red from	ı saw du	st and	350

Serial No.	мер он мужения в почет причина в може и почет в сето на проможения в проможения в проможения в проможения в по Почет в почет в почет в почет в почет в почет в почет в почет в почет в почет в почет в почет в почет в почет в		Maunds					
122	Concentrated stayl fluid (	solution	of lead	tetra	ethyl i	n o	ethylene	To be enquired into,
123	Copres ser and adeliate of	of iron)						500
124	Compared adding or stee	l wire						C. C.
125	Cord						••	450
126	Colored two helt pressed	• •	• •					C. C.
127	Contact for the if pressed	• •		•.•	•			400
128	Cotton, or to the traine	ų u					••	450
129	Course v. 15h;		6.5	• •			• •	400
130	Comen							400
131	C. D. Moses A		FOR	1			••	300
132	Crickes 1 in a situer essories	(28)		Ed	3			450
133	Chaffin or charis, comen	it, earthe	nware o	r mag	nesite.			350
134	Crecibles on capels, N. O.	C.						350
135	Curtains		HIT	IJ.				450
136	Dameous .	a d		D) P			••	500
137	Dandier podgert to a minim	num weig	ht for ch	arge o	of one n	nau	ınd each.	450
138	Date stad production	100			,			C. C.
139	Dhamles	₹	त्यमेव	नयने				C. C.
140	Dhoop rows	••		••			• •	450
141	Discarded heplan, old and	unservice	eable, N	o. c	· .			350
142	Door frames offered		••					450
143	Doors, weeden	• •	• •	••				450
144	Drapery, N. O. C.				,			450
145	Drawing berres			• •			••	450
146	Dumb bells .				-	-		450
147	Dye roots	•					• •	450
148	Dye wood				-			500
149	Earthonwore, N. O. C.			- •				350
150	Ebony	• •		• •				450
151	Embroidery	• •						450
152	Emery stone, in lumps				•			500

307
ANNEXURE VI—contd.

Serial No.		Con	nmodity				Maunds
153	Ether				••		300
154	Ether aneasthetic		••	••			300
155	Ether butyric		• •		• •		300
156	Ether formic		••		••		300
157	Ether (Sulphuric)		••		••		300
158	Ethyl acetate		• •		••		300
159	Ethyl chloride		• •		••		300
160	Ethylene glycol		• •				300
161	Exercise books			• •	* •		500
162	Fans made of matting, leav	es o	r canvas		• •		300
163	Fans, N. O. C.	-6					300
164	Felt				••		450
165	Fibre-products, vulcanised				••	••	500
166	Fibres, machine pressed, h	and o	or power	Ţ.	• •		350
167	Fibrous materials, pressed	N. 9	o. c	Ŋ'n	• •		350
168	Files, iron or steel			(Z)			C. C.
169	Filters, earthenware		TOTAL STATE OF		••		350
170	Fire-arms		सन्यमेव ज	식근	••		C. C.
171	Firewood		••				300
172	Flags		••		••		450
173	Flour			••	••		C. C.
174	Flour mills refractions		••	••	• •		400
175	Fly paper			• •	••		500
176	Foods for live stock, N. O	. C.	••	••			400
1 <b>7</b> 7	Frames for piles, iron or s		••				<b>C</b> . C.
178	Game	• •					450
179	Garlic		• -		• •		450
180	Gelatine				• •		500
181	Ginger, green				••		450
182	Gloves, N. O. C						450
183	Glue						500

Serial No.			Maunds				
184	Glycerine, crude						500
185	Glycerine, other than crud	le	• •			\	500
186	Goats' hair—articles made carpets or rugs or putt	of, suc	ch as, bag	s, belt <b>i</b> ng	s, strings,	ropes,	550
187	Goats' hair, full pressed						550
188	Goats' hair, half-pressed				••		400
189	Go-carts, subject to a mi	nimum	weight fo	or charge	e of 20 see	ers per	450
190	Golf kit		. •				<b>4</b> 50
191	Grain and pulses— As under— Akriseeds Bajree	0		<u> </u>		.:  }	
	Black gram Cheena Chowlee seeds						
	Dhall Gram Gram, parched Horse gram		(Raid)	7:	• •		
	Indian corn Jowari Khesari Milo (Millets)				••		C. C.
	Moong Mussoor Mutt Oorid	Vicing Ale	्राधेन जर	में मो	• •		
	Raggi Rice Rice, beaten Rice, pounded	• •		•••	••		
	Toor Wheat	• •		• •	• •	::   }	
	Beans, parched Barley Barley, pearl, N. O Beans, N. O. C. Chuni, (i. e., mixtu Grain or pulses).	re of b	roken pied	ces, powe	ler and hu	isks of	
	Cow-pea, dry Karamony Oats Paddy	• •		• •	••	}	550
	Peas Rajgera Sago, common Tapioca globules	••	• •				
192	Grain and pulses, N. O.	c			• •		C. C.
193	Gramophone records, bro	ken			••		500
194		••		••	• •		300

309
ANNEXURE VI—contd.

Serial No.		Commo	dity				Maunds
195	Grass, green		F 4		£ 6	• •	240
196	Gum crude	• .		• •			500
197	Gum manufactured						500
198	Gunnies			• • •			C. C.
199	Gunny waste and cuttings,	N. O. C	• • •	• •			350
200	Guns						C. C.
201	Guttapercha						500
202	Gymnastic apparatus	• •	• •	• •	• .	• •	450
203	Hair, horse	••	••	• •		••	550
204	Hair oils and hair dressing	preparat	ions	- B	• •		Like Oils, Div. "D."
205	Hardware, N. O. C.	E E					C. C.
206	Hide fleshings, scrapings an	d trimm	ings		a •	••	450
207	Hides, skins or pelts comme	on, wet			• •	• •	500
208	Honey imported	••	THE		••	• •	500
209	Honey indigenous		124	M.F.		••	500
210	Hose, N. O. C.	€	14		• •	• •	C. C.
211	Hosiery silk	1		Zeitz	• •	••	450
212	Husks of grain, pulses, etc.	• •	सन्धमेव	नयते	• •		400
213	Hydraulic brake fluid	• •	• •	• •	••	••	Like Concentrated ethyl fluid.
214	Hydrochloric salt	• •	• •	• •		••	500
215	Hydrosulphate or hydrosulp	hite of s	oda		••	••	500
216	Hyposulphite of soda	• •	• •				500
217	Implements for games	••		••	• •		450
218	Incandescent mantles for gas	s and hig	th power	lamps, et	c.		450
219	Industrial alcohol, denatured	đ	••	••	••		300
220	Ink	• -	• •	• •	• •		450
221	Iron, nitrate of	• •			• •		500
222	Iron or Steel, Div. A	• ,			• •		C. C.
223	Do. Div. B.			• •	• •		C. C.
224	Do. Div. C	s 40	J 4		٠.		<b>C</b> . C.
225	Isinglass				, .		500

310
ANNEXURE VI—contd.

Serial No.	<del>- 11 - 13 - 13 - 13 - 13 - 13 - 13 - 13</del>		Commo	dity				Maunds
226	Isopropyl alcohol			••		••		300
227	Jacquard cards	• •		• •	••	• •		500
228	Japannedware	• •						350
229	Jhaoo stalks	••			••			300
230	Joss paper	••	••	,.	••	• •		500
231	Jute, full pressed	• •	••	• •	••	••		C. C.
23.2	Jute, half-pressed	••	• •	• •	••	• •		400
23.3	Jute manufactured	i, N. O. 0	<b>C.</b>	• •	• •	• •	••	450
234	Jute waste and cur	ttings, N.	O.C.	• •	••	• •		350
235	Kaladana	• •		E				550
236	Kalijiri					••		550
237	Kalonjee seed	••	. (8)	?	<b>8</b>	••		550
<b>2</b> 33	Kamela		9		<i>#</i> .	••		550
239	Karvees		11	1488	\	••	••	550
240	Kernels, N. O. C.	•••			100	• •		350
241	Keys for locks		Carried States		57	••		C. C.
242	Khuskhus pressed	١		niia ar	-31			350
243	Knife cleaning bo	ards	640	এশণ গ	(5)	• •		450
244	Kuthroots (kooth	, kuth or	kut)	• •	• •	• •		450
245	Lace, N. O. C.	• •		* *				450
246	Lacquered ware	••		••	• •	••		350
247	Lead oxide	• •	••	• •	••	••		500
248	Linoleum	••	• •	••	• •	••		450
249	Linseed meal	••		••	••	••		550
<b>2</b> 50	Locks with or wi	thout key	18	• •	••	••		C.C.
251	Magnesium carbo	onate			••	••		500
252	Magnesium sulpl	hate, not	in tablet	form	• •	••		500
<b>2</b> 5 <b>3</b>	Magnets, N. O. C	2	• •	• •		••		C. C.
254	Malt	o •	••	* *	• •	• •		550
255	Magnesite paste	••	••	••	• •	••		500
_								

311

Serial No.			Com	modity.				Maunds,
256	Manures— As under—			*				
	Giue factory v refuse).	vaste (H	lide fle	shings, sere	ipings ai	nu trans.	i! #5	500
	Offsi such as	blood <b>d</b> i	ried, blo	* ood meal a	nd mest	mcai		500
257	Maple wood			**	• •	٠.	¥	500
258	Maps	• •		••	• •	• .		500
259	Masts							500
260	Mattresses, steel			ø	4 0	. ,	e i	C. C.
261	Metal cutting or	drilling o	compou	nds	0 6 1	0 =	* 0	500
262	Methyl acetone	•	• •		ه ه	ه ه		300
263	Methyl alcohol	••	• •	0			j 6	30 <b>0</b>
264	Methyl ethyl keto	ne		GINE.	·	<b>3</b>	9 2	300
265	Millinery				?··		* 0	450
266	Mineral wool		• •	Shift.				450
267	Models			101	1444	ы Ф	0 0	350
<b>2</b> 68	Molasses			A.F			a > 1	\$00 -Not in tunk <b>wa</b> g <b>o</b> n <b>s).</b>
<b>2</b> 69	Mother of pearl s	hells		Carrie		8.9		400
270	Mouse or rat trap	os.	••	TEAL)	त्र जगने व	3 2	د د	450
271	Myrobalan			eded o	ાન નાનવા			500
272	Naphtha mineral			••	• •	* *		300
273	Naphtha solvent	having	a flashir	ng point be	low 76°	Falic.		300
274	Naphtha wood o	r wood	spirit	••	• •	• 6		300
275	Netting, cotton			• •	• 0	c e	0.0	→ 450
276	Newspapers and	Magazit	nes old,	N. O. C.	• •	• •	0 9	C. <b>C.</b>
277	Newspapers, pac	ked	• •		• •	• •	• •	500
278	Nitrate of barium	<b>1</b>		6 <b>6</b>	• •	• •	• -	500
279	Nitrate of lead				• ¢	0.6	<b>3</b> 9	500
280	Nitrate of stronti	urn	2.6	F 1	0 0	6 0		500
281	Nitro benzol	<b>s</b> t	4 6	a e	0.6	<b>6</b> 4		Like Concentrated ethyl fluid.
282	Nitro-napthalene		. 0	s f	3 e	0-0		Do.
283	Noil yarn, in bal	es, press	packed	i, etc.	• •	• 0	en en en en en en en en en en en en en e	450

312

Serial No.	1		Coi	nmodity				Maunds
284	Noil yarn, not p	ress-pacl	ked etc			• •		400
285	Numdahs	• •				• •		450
<b>2</b> 86	Oatmeal in bags	••		• •				550
287	Oilcake	••		• •	• •			550
288	Oil cloth	••	••	••	٠.			450
289	Oils, Division B	••			••	• •		Like Oils, Division D (Not in tank wagons)
<b>29</b> 0	Oils, Division C	• •	• •			• •	• •	Do.
<b>2</b> 91	Oils, Division D	(Not in	tank w	agons)				To be enquired into.
292	Oilseeds, N. O. C	<b>.</b>	.,				••	550
<b>2</b> 93	Olive wood	• •		A 12	ilo.			500
294	Onions	• •	(			3		450
<b>2</b> 95	Ornaments made	of bead	s					450
<b>2</b> 96	Ovens, clay	• •		WHITE STATES		• •		350
297	Ovens, N. O. C.	••		144	66.3	• •		450
<b>2</b> 98	Packing made of glands	greased	jute, l	emp or flax	, for pipe	e joints or	pump	350
<b>2</b> 99	Paper bags	• •		(Clina)	200	••	]	500
300	Paper or cardboa	rd cones	, cores	, spools, or	tubes			450
301	Paper kites	••		••	• •			450
302	Paper, N. O. C. in bales or bundles	rolls or i	reels p	rotected at t	the ends	and sides	or in	500
303	Paper, N. O. C. is	n cases		••		••		500
304	Paper tränsfers	• •	• •		••			450
305	Paper, wall	• •	• •	.,		• •		500
306	Paperware (other	than sta	tionery	N. O. C.)		• •		450
307	Paper waste and o	cuttings l	N. O. (	C	••	• •		450
308	Papier-mache	• •		• •	• •	* *		450
309	Pastes adhesive	• •	••		• •	v +		500
310	Paulins	s 1	٠.	• •	• -			450
311	Pedal vehicles, chi charge of one m	ldren's, l aund pei	N.O.C r packa	. subject to	a minim	num weigh	t for	450
312	Pencils	••	••	••	••			450

313

# ANNEXURE VI—contd.

Serial No.		Commodity.								
313	Perambulators, collapsible, of 20 seers per package	subject t	to a minim	um weig	ht for ch	arge	450			
314	Perambulators, subject to a per package	Perambulators, subject to a minimum weight for charge of 2 maunds per package								
315	Permanganate of potash					••	500			
316	Peroxide of sodium				• •	••	500			
317	Pestles, wooden		• •				450			
318	Photographic paper			••	• •		500			
319	Picture frames, common, w	ooden					450			
320	Picture frames, N. O. C.		••				450			
321	Picture frame mouldings, N	1. O. C.	entities	25			450			
322	Picture frame mouldings, w	ooden, r	not polishe	d, lacque	red, enan	nell-	450			
323	ed or plastered Piecegoods, cotton, wooller	or artif	ficial silk,	press-pac	ked etc.		450			
324	Piecegoods, cotton, woolle mon metal, not press-pacl		ficial silk,	with or v	vithout c	om-	400			
325	Piecegoods, cotton, woollen without common metal, e		cial silk, m	nixed with	ı silk, witl	n or	450			
326	Piecegoods, cotton, woolle silver lace.	n or arti	ficial silk,	worked	with gold	l or	450			
327	Piecegoods, silk	,	1000	200			450			
328	Pipes, cement		सन्यमेव	जयन			350			
329	Pipes, earthenware	• •	• •	••			350			
330	Pipes, N. O. C						350			
331	Pipes, smoking, earthen or	clay					350			
332	Pipes, smoking N. O. C.	• •	• •			••	350			
333	Pistols		• •				C. C.			
334	Pistons, packing		••				350			
335	Pitch	••					500			
336	Plantain trees		• •		••		300			
337	Plants	• •	••				300			
338	Pliobond		• •	<b>4</b> :	* 2		500			
339	Polo kit						450			
340	Porcelain						350			
341	Potatoes	• •	••	••	• •	••	450			

314
ANNEXURE VI—contd.

No.		Commod	iity.				Maunds.
342	Potatoes, sweet			• •			450
343	Power alcohol		• •		••		300
344	Power alcohol mixture	• •	* *	.,			. 300
345	Printing materials, N.O. C		• •	4 6	••		400
346	Prussiate of potash		••	• •	• •		500
347	Prussiate of soda			• •	••		500
348	Pulp board, N. O. C. in ba	ales or bu	ndles		• •		500
349	Pulp board, N. O. C. in ca	as <b>es</b>		• •	• •		500
350	Pushmina				• •	••	400
351	Push vehicles, children's, N charge of 20 seers per pa	. O. C. su ckage	bject to a	minimum	weight	for	450
352	Rags, other than oily rags,	N. O. C.			••		350
353	Rattan	%			••	••	400
354	Raw materials for the man booked to a paper or str. As under—	be					
	Bamboo chips, cuts, split	s and spli	nts	77	••		400
	Bamboo crushed				••		400
	Cloth cuttings (old and no	ew) such a	s hosiery	cuttings a	and taile	ors'	350
	cuttings. Discarded healds used for	r pulping	सन्यमव	기식님	••		350
	Fibrous materials pressed	i	••	* •	••		350
	Grass, dry		• •	••	••		300
	Gunny waste and cutting	ţ <b>S</b>	••	• •	••		350
	Hemp netting, unservices	able or cu	ttings	••	••	••	350
	Newspapers and magazin	nes, old	• •	••	• •	••	C. C.
	Paper waste and cuttings		• •	••	••	••	450
	Rags, other than oily rag	ζS	••	••	••		350
	Rope unserviceable or cu	ittings	• •	••	••		450
	Salia logs	••	• •	• •	••		500
	Silver fir	• •	• •		s •		500
	Spruce	* 3	2 4	n ;	* >	••	500
	Used railway tickets	• •	* *	• •	• •		400
355	Raw materials for the man	nufacture	of plastic	materials		• •	500

315
ANNEXURE VI—contd.

Serial No.			Comm	odity.				Maunds.
356	Rectified spirit (50	° over	proof and	above)	• •			300
357	Red wood							500
358	Reeds and rushes		• •		• •			300
359	Reeds, writing	t v	••	• •	• •		••	300
360	Reinforced concre	te	• •					500
361	Resin		••		• •			500
362	Resin, synthetic		••					500
363	Rice pounders, we	ooden		• •		• •		450
364	Roofing felt or pa	tent		••		۰.		500
365	Roots N. O. C.			Jan	2			450
366	Rope unserviceab	le or cu	ittings N.	O. C.	傷的			450
367	Sago, common, w	aste	7		2000 WASSIES			400
368	Sago pearl		6					550
369	Sail cloth			Will	11			C. C.
370	Salt N. O. C.		. 6	LEA I	PF.			C. C.
371	Saltpetre, refined							C. C.
372	Saltpetre, crude		105	III VA	AND THE			C. C.
373	Salt refined in ba	gs		सन्यमेव	जयते			C. C.
374	Sandals wooden,	with o	r without	straps				450
375	Sandalwood		• •					500
376	Saws							C. C.
377	Seeds, bamboo	••	••	• •				400
378	Seeds, Common As under— Ambadi seed Bowchee Broom . Date seed Gowar seed Grass . Hemp . Hura . Jute . Kang seed Karila . Kootoo . Lonar . Lucerne . Methi . Sargi seeds							550

316
ANNEXURE VI—contd.

Serial No.		Comn	nodity.				Maunds.
	Seeds, Common—concl	d.					
	Sawa		• •	• •	• •	:: }	550
	Senji Tamarind	•••	••		••	را :: ا	400
	Ajwan seeds N. O. C. Coriander	• •		• •	••		350
	Soapnut seeds		• •	• •			350
379	Seeds, N. O. C.	• •	••				400
380	Seeds, rubber		• •	• •	. •	••	400
381	Shanks	• •			••		350
382	Shawls, fine	* •	••	• •	• •		450
383	Shrubs	••	••	• •		••	300
384	Side cars of bicycles, su maund per package	bject to a	minimum	weight fo	r charge o	of one	450
385	Silicate of cotton				Spr		450
386	Silicate of soda	• •					500
387	Silicaware (Pure fused	silica)	1Mi	MIT			350
388	Sodium fluosilicate			(FB)			500
389	Sooringee wood				<b>)</b>		500
390	Soya beans		(Cale)				550
391	Spirit varnish		सन्धम	व जयने			300
392	Spoons, wooden	• •	• •				450
393			••	• •	••		
	Tapioca flour in bag	s		• •	••	••	<b>c</b> . <b>c</b> .
394	Stationery N. O. C.	••	••				450
395					• •		500
396			••	• •		•• [	C. C.
397				••	••	••	350
398	_		••				350
399			••	• •			500
	Sugar	* *	• •				C. C.
401		* 2	, ,	4 6	• •		350
	2 Sulphate of alumina					• •	500

317
ANNEXURE VI—contd.

Serial No.		Commo	odity.				Maunds.
403	Sulphate of salt				••		500
404	Sulphate of soda	• •		• •	• •		500
405	Sulphate of zinc				• •		500
<b>4</b> 06	Sulphur						C. C.
407	Surgical dressings		• •			• •	400
408	Tamarind		• •			• •	500
409	Tapioca, sun-dried	••					550
410	Tar	• •	• •	• •	••	••	500 (Not in tank wagons).
411	Tarpaulins	• •	COTTON!	5).	••		450
412	Tarstil	11					500
413	Tea seed						400
414	Terracottaware	1					350
415	Thread, gold or silver imit	ation		TY	• •		450
416	Timber N. O. C		LAU	J. Mi			500
417	Toilet requisites N. O. C.	- (	N.		••	••	Like Hair oils and hair dressing preparations.
418	Toluol	• •	मरामेव	जगमे			300
419	Toys, bamboo, clay and w	ooden	21-4-14	-1-4-1			450
420	Toys N. O. C.	••	••	••	• •		450
421	Trenails	• •	• •	••			C. C.
422	Trichlorethylene (Ethylene	Trich	loride)		• •		300
423	Tricycles, subject to a mi per package.	nimun	n weight f	or charg	e of 2 m	aunds	450
424	Tricycles and scooters, chi charge of 20 seers per pa	ldren's ckage.	, subject to	a minin	num weig	ht for	450
425	Tubs, bath earthenware or	firecla	ıy			, .	350
426	Tubs, bath, N. O. C.						<b>C</b> . C.
427	Tuthroots						450
428	Twine (String) N. O. C.		٠.				450
429	Umbrella, cotton or artific	ial silk					400
430	Umbrellas, silk			••			400
431	Vinegar		••	••	• •		500

318
ANNEXURE VI—contd.

Serial No.		Con	nmodity				Maunds
432	Vinesthene (Di-Vinyl Ether	)	• •		••	••	300
433	Walnut wood		••		• •	••	500
434	Washers, coir		• •	••	••	]	350 ·
435	Washers, paper	••	••	••	••		450
436	Waste refuse	••	••				450
437	Water-proof goods		••		••		450
438	Wax cloth	••	••	••	••		450
439	White arsenic	••	••	••	••		500
440	Window frames, glazed	••	••	••	••	}	450
441	Wire, gold or silver, imitat	ion	~ FEE	٠.,	••		450
442	Wooden articles N. O. C.	••		Ē.	3	!	450
443	Wooden 'T' Squares	٠.	7		••		450
444	Wool, full pressed		CHECK ST	W	••		550
445	Wool, half pressed	••	14 17	.Ţ	••		400
446	Xylol		LEAN B	y.P			300
447	Yams	••		12	<b>)</b>		450
448	Yeast, dry		0.13.00.22	11.0			500
449	Acetate of lead		सन्द्रमान ज	यस			500
450	Acetate of soda		••		••		500
451	Aceto-arsonite of copper	••	••	•••	••		500
452	Acid, calcium phosphate	••	• •	••	••		500
453	Acid, citric		••		••		500
454	Acidol		••				500
455	Acid, oxolic	••	• •	, <b>.</b>	••		500
456	Acid, stearic		• •		••	•••	500
457	Apid, tannie				••		500
	Acid, tartaric		• •	• •		\	500
459	Acid, vegetable, N. O. C.		. •	••	:		500
460	Ammonium bifluoride sol	id	••	••	••		500 ·
461	Amyl acreate	٠.	••	••	••	;	500
462	Antimony fluoride morda	nt (a	ntimony salts)	••	••		500
		— <u> </u>				<del></del>	<del> </del>

319
ANNEXURE VI—contd.

Serial No.		Com	nodity				Maunds
463	Arms	••	••	••	••		C. C.
464	Arsenate or arseniate of le	ad	••	••	••		500
465	Artificial flowers (if of gla	ss, e.)	• •	••			350
<b>46</b> 6	Bamboos	••	••	••			300
467	Bamboo ladders	••	••	••	••		240
468	Bamboo stick	••	••	••	••		300
469	Bangles, glass	••	••	••	••		240
470	Bangles, glass, broken	••	••	••	••		300
471	Bangles, iwory	••	• •	••	• •		240
472	Bangles, lac, broken		05		••		300
473	Bongles, N. O. C	. 6			\$		240
474	Bangles, wooden	••			••		240
475	Bran	••	AD 455		••		<b>35</b> 0
476	Butyl acetate	••	1414	100	• •		500
477	Cactus						270
478	Calcium arsenate (solid)		(clie)		••		500
479	Canes, walking	••	स्यम	व जयते			350
480	Caustic potash solid	••	••	••	••		500
481	Caustic soda	••	••	••	••		500
482	Celluloid bangles	••	••		••		240
483	Chaff	••	••	••	••		350
484	Charcoal fuel	••	••	• •	• •		300
485	China or pottery, broken	••	••	••	••		350
486	Combs, ivory	٠	• •	• •	••		400
487	Creosote	• •		••	••		500
498	Fishing rods or tackle	••	• •		• •		350
489	Hides, skins or pelts com	mon dr	ÿ		• •	:-	450
<b>49</b> 0	Iso-amyl acetate	• •	• •		••	••	500
491	Ivory	••	••	••	• •		400

320
ANNEXURE VI—contd.

Serial No.		Com	modi <b>t</b> y				Maunds
492	Jagree		. ,	e 1	• •		500
493	Jute, unpressed	• •					200
494	Lace, gold				.,		450
495	Lace, silver						450
496	Lathis, wooden		• •				300
497	Lead sulphate	• •			• •		500
498	Manganese sulphate	٠,		* *	. :		500
499	Manures— As under— Ajwan refuse Farm yard refuse Fish manure Guano Husk manure Margosa or nim hus Municipal town swe Peat for manure Spent mowha flower Sugar factory refuse	epings a		109			500
	*		4	17	*		
500	Oils Division A	- Ř		121			(Like Oils Div. D)
501	Oxalate of potash	1.16					500
502	Phenylene di-amine para	a <b>cr</b> ystal	सन्यमेव व	1यते			500
<b>5</b> 03	Rice, parched						350
504	Road surface dressings, residue, pitch or tar oi	compose l, N.O.	d mainly C.	of creoso	ote, petro		500 (Not in tank wagons)
<b>5</b> 05	Road surface dressings petroleum residue, picc below 200° Fahr, but	h or tar	oil, N.O.	d mainly C., having ahr.	of cree garflash	osote, point	500
506	Salt, aniline			* *			500
<b>5</b> 07	Salt for table use	* *		* *			500
508	Selenium	1.5			•	:	500
509	Soda crystals or soda asi	h.			• •	!	300
510	Stamped paper				• •		300
511	Stamps						500
512	Sticks, walking		.,	• .			350
513	Sugar-candy	• •	• •	t			500
						,	

321
ANNEXURE VI—concld.

Serial No.	Com	Commodity							
514	Thread, gold or silver	••				450			
515	Titanium potassium oxalate	u ÷		si te		500			
516	Title deeds		- •	• •		500			
517	Vegetables, N.O.C.	gr. H	• •	¥		270			
518	Verdigris		* *	op M		500			
519	Water softening materials (for W	ater softe	ning plan	t)	. •	500			
520	Wire, gold or silver plated	0/20		• •		450			

Note.—So far as M. G. and N. G. are concerned the Government will fix the minimum weight conditions based on the B. G.



सद्यमेव जयते

# ANNEXURE VII

sticles at present charged on a Minimum Weight per consignment as suggested by Shri. I. S. Puri and Shri. V. P. Bhandarkar

सन्धमेव जयते

# ANNEXURE VII

# I. R. C. A. Goods Tariff No. 29 (Chapter VIII).

Serial	Ţ	DESCRIPTIO	ON OF ARTICLES			
No.	Existing		Proposed			
1	Auto-rickshaws Includes— Motor cycle rickshaws Subject to a minimum weight for charge of 12 maunds per vehicle.	P/20f	Auto-rickshaws Includes— Motor cycle rickshaws Subject to a minimum weight for charge of 15 muands per vehicle.	P/20f		
2	Boats, N. O. C., subject to a minimum weight for charge of 50 maunds for the first boat, loaded in a four-wheeled or six-wheeled wagon, and to a minimum weight for charge of 50 maunds for each of the first two boats loaded in bogie wagon. For every boat exceeding one in a four-wheeled or six-wheeled wagon and for every boat exceeding two in a bogie wagon the minimum weight for charge will be 30 maunds. The minimum weight for charge for a single boat loaded in a bogie wagon will be 100 maunds.		Boats, N. O. C., subject to a minimum weight for charge of 80 maunds per boat.  The minimum weight for charge for a single boat loaded in a bogie wagon will be 160 maunds.	. <b>f</b>		
3	Canoes, subject to a minimum weight for charge as for 27 maunds each	P/20f	Canoes, subject to a minimum weight for charge as for 36 maunds each	P/20f		
4	Carts, all steel, with or without pneumatic tyres, subject to a minimum weight for charge of 27 maunds each	P/20f	Carts, all steel, with or without pneumatic tyres, subject to a minimum weight for charge of 36 maunds each	P/20f		
5	Carts, municipal, or any other kind except carts, country, subject to a minimum weight for charge of 27 maunds each	f	Carts, municipal or any other kind except carts, country, sub- ject to a minimum weight for charge of 36 maunds each	f		
6	Carts, tar boiling, subject to a minimum weight for charge of 27 maunds each	f	Carts, tar boiling, subject to a minimum weight for charge of 36 maunds each	f		
7	Lorries, steam, subject to a minimum weight for charge of 50 maunds each	f	Lorries, steam, subject to a minimum weight for charge of 180 maunds per four-wheeled or six-wheeled wagon used and 360 maunds per bogie wagon used	f		
8	Motor tractors, subject to a mini- mum weight for charge of 100 maunds per four-wheeled or six- wheeled wagon used and 200 maunds per bogie wagon used.	f; S/3	Motor tractors, subject to a minimum weight for charge of 200 maunds per four-wheeled or sixwheeled wagon used and 400 maunds per bogie wagon used.	f; S/3		

# ANNEXURE VII—contd.

Serial	D	ESCRIPTION	OF ARTICLES				
No.	Existing		Proposed				
9	Motor tricars, subject to a min mum weight for charge of maunds per package	ni- 12 P/20f; S/3	Motor tricars, subject to a minimum weight for charge of 15 maunds per package P/2				
	Includes— Motor tricycles, with rece tacle.	•	Includes— Motor tricycles, with receptacle.				
10	Motor tricycles, subject to a minimum weight for charge of 12 maunds per package		Motor tricycles, subject to a minimum weight for charge of 15 maunds per package	P/20f; S/3			
11	Motor vehicles, N. O. C Includes— Motor boats Motor cars	S/3 P/20f P/20f; S/22	Motor vehicles, N. O. C. Includes— Motor boats Motor cars	P/20f			
	Motor car bodies Motor car chassis		Motor car bodies Motor car chassis	P/20f			
	Motor cars and commercial trucks in unassembled state, packed	71000	Motor cars and commercial trucks in unassembled state, packed	P/20f			
	Motor lorries	P/20f; S/22	Motor lorries	P/20f; S/22			
	Motor lorry bodies Motor lorry chassis	TIEGO.	Motor lorry bodies Motor lorry chassis	P/20f			
	Motor omnibus bodies Motor omnibus chassis	P/20f	Motor omnibus bodies Motor omnibus chassis	P/20f			
	Motor omnibuses	P/20f; S/22	Motor omnibuses				
	Motor trailers	S/22	Motor trailers	P/20f; S/22 P/20f			
	Subject to a minimum weight for charge of 80 maunds for the first motor vehicle, boat or body loaded in a four-wheeled or six-wheeled wagon and to a minimum weight for charge of 160 maunds for either one or two motor vehicles, boats or bodies loaded in a bogie wagon. For every additional motor vehicle, boat or body exceeding one in a four-wheeled or six-wheeled wagon and for every additional motor vehicle, boat or body exceeding two in a bogie wagon, the minimum weight for charge will be 40 maunds.		Subject to a minimum weight for charge of (i) 120 maunds per four-wheeled or six-wheeled wagon used and 240 maunds per bogie wagon used in case of motor vehicle or boat of below 15 H. P., and (ii) 180 maunds per four-wheeled or six-wheeled wagon used and 360 maunds per bogie wagon used in case of motor vehicle or boat of 15 H.P. and above and motor bodies.				

# ANNEXURE VII—contd.

Serial No.	Description	OF ARTICLES	
No.	Existing	Proposed	
	Motor vehicles, N. O. C. (in open wagons)—concld.  If the number of motor vehicles, boats or bodies loaded in a four-wheeled or six-wheeled wagon exceeds two and in the case of bogie wagon exceeds five, charges will be levied on the actual weight subject to a minimum weight for charge of 150 maunds per four-wheeled or six-wheeled wagon and 300 maunds per bogie wagon.  Note.—The above classification is applicable for the transport of motor vehicles when dispatched in open wagons.	Note.—The above classification is applicable for transport of motor vehicles when dispatched in open wagons.	
12	Motor vehicles, N. O. C S/3 Includes—     Motor boats     Motor cars     Motor car bodies     Motor car chassis     Motor cars and commercial     trucks in unassembled state,     packed.     Motor lorries     Motor lorry bodies     Motor lorry chassis     Motor omnibus bodies     Motor omnibus chassis     Motor omnibuses     Motor trollies	Motor vehicles, N. O. C. Includes— Motor boats Motor cars Motor car bodies Motor car chassis Motor cars and commercial trucks in unassembled state, packed. Motor lorries Motor lorry bodies Motor lorry chassis Motor omnibus bodies Motor omnibus chassis Motor omnibuses Motor trollies	S/3
	Subject to a minimum weight for charge of 80 maunds for the first motor vehicle, boat or body loaded in a four-wheeled or six-wheeled covered motor truck and to a minimum weight for charge of 160 maunds for either one or two motor vehicles, boats or bodies loaded in a bogie covered motor truck. For every additional motor vehicle, boat or body, exceeding one in a four-wheeled or six-wheeled truck and for every additional motor vehicle, boat or body exceeding two in a bogie truck, the minimum weight for charge will be 40 maunds.  If the number of motor vehicles, boats or bodies, loaded in a four-wheeled or six-wheeled covered motor truck exceeds two and in the case of bogie covered motor truck exceeds five, charges will be levied on the actual	Subject to a minimum weight for charge of (i) 120 maunds per four-wheeled or six-wheeled covered motor truck used and 240 maunds per bogie covered motor truck used in case of motor vehicle or boat of below 15 H. P., and (ii) 180 maunds per four-wheeled or six-wheeled covered motor truck used and 360 maunds per bogie covered motor truck used in case of motor vehicle or boat of 15 H. P. and above and motor bodies.	

# ANNEXURE VII—concld.

No.	Existing		Proposed
	Motor vehcles N.O.C. (in covered motor trucks)—concld. weight subject to a minimum weight for charge of 150 maunds per four-wheeled or six-wheeled truck and 300 maunds per bogie truck.  Note.—(i) The above classification is applicable for the transport of motor vehicles, when despatched in covered motor trucks.		Note.—(i) The above classification is applicable for the transport of motor vehicles when dispatched in covered motor trucks.
13	Trailers, N. O. C. Subject to a minimum weight for charge of 50 maunds for the first trailer loaded in 4-wheeled or six-wheeled wagon and to a minimum weight for charge of 100 maunds for either one or two trailers loaded in a bogic wagon. For every additional trailer exceeding one in a four-wheeled or six-wheeled wagon and for every additional trailer exceeding two in a bogic wagon, the minimum weight for charge will be 30 maunds. It has no mand for every additional trailer exceeding two in a bogic wagon, the minimum weight for charge will be 30 maunds. It has no maunds five, charges will be levied on the actual weight subject to a minimum weight for charge of 100 maunds per four-wheeled or six-wheeled wagon and 200 maunds per bogic wagon.	11 日本	Trailers, N. O. C

# I. R. C. A. Red Tariff No. 17 [Rule 59 (1) (i)]

Explosives						
Existing	Proposed					
Minimum weight for charge— (!) (i) Subject to the exceptions given in clauses (2), (3) and (4), the minimum weight for charge for consignments of explosives, other than consignments carried in brake vans, is 54 maunds per consignment.	Minimum weight for charge— (1) (i) Subject to the exceptions given in clauses (2), (3) and (4), the minimum weight for charge for consignments of explosives, other than consignments carried in brake vans, is 62 maunds per consignment.					



सन्यमेव जयते

ANNEXURE XI
A COMPARATIVE STUDY OF THE RELATIVITY OF RATES FOR SHORT DISTANCES-vs-LONG DISTANCES

335

		INI	DIA		U.S.	Α.	CAN	ADA	
Representa-	Existing		Proi	POSED	Rate	Index	Rate	Index	
tive distances Miles	Rate, Pies per maund (Class 9)	Index taking the rate for 50 miles as 100	Rate, Pies per maund (Class 100)	Index taking the rate for 50 miles as 100	cents per 100 pounds (Class 100)	taking the rate for 50 miles as 100	cents per 100 pounds (Class 100)	taking the rate for 50 miles as 100	
50	72	100	125	100	91	100	80	100	
100	115	160	190	152	114	125	110	138	
200	214	297	303	242	149	164	150	188	
300	313	435	408	326	179	197	186	233	
400	397	551	493	394	206	226	222	278	
600	565	785	648	518	255	280	294	368	
800	697	968	788_	630	305	335	366	458	
1,000	829	1,151	908	726	345	379	438	548	
1,200	961	1,335	1,028	822	385	423	510	638	
1,500	1,159	1,610	1,178	942	445	489	618	773	

सन्धमेव जयत

## ANNEXURE XII

# COMPARATIVE RATES FOR SOME COMMODITIES OVER DIFFERENT DISTANCES LEVIED IN INDIA, UNITED STATES AND CANADA

EXCHANGE RATE

U. S. A. . . 1 \$ . . Rs. 4 11 8 Canada . . 1 \$ . . Rs. 4 12 2

### Rates for Billets and Blooms in wagon-loads

	Over India	n Railways	Over Americ	an Railways	Over Canadi	an Railways
Represen- tative distances Miles	Rate 2nd Class per maund Rs. A. P.	Index taking the rate for 50 miles as 100	Rate Class 27½ per 100 lbs. cents.	Index taking the rate for 50 miles as 100	Rate Class 33 per 100 lbs. cents.	Index taking the rate for 50 miles as 100
50	0 4 0	100	25 (Rs, 1-2-11) (Re, 0-15-7 per maund) 390%	100	26 (Rs. 1-3-10) (Rs. 1-0-4 per maund) 408%	100
100	0 5 11	148	31 407%	124	36 563%	138
200	0 10 10	354	41 604%	164	50 783%	192
300	0 15 9	394	49 764%	196	61 959%	235
400	1 3 10	496	57 889%	228	73 1146%	281
500	1 7 11	598	64 998%	256	85 1334%	327
- 600	1 12 0	700	70 1092%	280	97 1522%	373

337 **ANNEXURE XII**—contd.

# Rates for Wheat in wagon-loads

	Over India	n Railways	Over Americ	can Railways	Over Canad	ian Railways
Represen- tative distances Miles	Rate WL/D per maund Rs. A. P.	Index taking the rate for 50 miles as 100	Rate Class 32½ per 100 lbs. cents.	Index taking the rate for 50 miles as 100	Rate Class 30 per 100 lbs. cents.	Index taking the rate for 50 miles as 100
50	0 3 1	100	30 (Rs. 1-6-8) (Rs. 1-2-8 per maund) 605%	100	24 (Rs. 1-2-3) (Re. 0-15-0 per maund) 486%	100
100	0 4 2	135	37 744%	123	33 671 %	138
200	0 7 4	238	48 968%	160	45 914%	188
300	0 10 6	341	58 1168%	193	56 1132%	233
400	0 12 8	411	67 1349%	223	67 1356 %	279
500	0 14 10	481	75 1513 °	250	77 1560%	321
600	1 1 0	551	83 1676%	277	88 1784%	367
	i				ļ	

सत्यमव जयस

338

# ANNEXURE XII—contd.

# Rates for Linseed in wagon-loads

	Over India	n Railways	Over American Railways Over Canadian Rail			an Railways
Represen- tative distances Miles	Rate WL/H per maund Rs. A. P.	Index taking the rate for 50 miles as 100	Rate Class 37½ per 100 los. cents.	Index taking the rate for 50 miles as 100	Rate Class 30 per 100 lbs. cents.	Index taking the rate for 50 miles as 100
50	0 3 6	100	34 (Rs. 1-9-9) (Rs. 1-5-2 per maund) 605%	100	24 (Rs. 1-2-3) (Re. 0-15-10 per maund) 429%	100
100	0 5 0	143	43 762%	126	33 592%	138
200	0 9 0	257	56 998%	165	45 807%	188
300	0 13 0	371	67 1192%	197	56 1000%	233
400	0 15 11	455	77 1367%	226	67 1197%	279
500	1 2 10	538	87 1549%	256	77 1376%	321
600	1 5 9	621	96 1706%	282	88 1574%	367

सन्धमेव जयते

**ANNEXURE XII**—contd.

## Rates for wheat in Small lots

Represen-	Over Indian Railways		Over Americ	an <b>R</b> ailways	Over Canad	ian Railways
tative distances Miles	Rate Let Chass per maund Rs. V. P.	Index taking the rate for 50 miles as 100	Rate Class 50 per 100 lbs. conss.	Index taking the rate for 50 miles as 100	Rate Class 55 per 100 lbs. cenis.	Index taking the rate for 50 miles as 100
50	() 4 1	199	46 (Rs. 2-2-10) (Rs. 1-12-8 per maund) 702%		44 (Rs. 2-1-6) (Rs. 1-11-7 per maund) 676%	160
100	0 5 10	[ 143	57 870%	124	61 940%	139
200	0 10 4	2.53	75 1.144%	163	83 1,278%	189
300	0 14 10	263	90 1,376%	196	102 1,568%	232
400	1 2 7	455	103 1,572%	224	122 1,873%	277
500	1 5 4	547	116 1,769%	252	142 2,183%	323
600	1 10 1	639	128 1,952%	278	162 2,488%	368
			100000			

340

ANNEXURE XII—contd.

# Rates for Tobacco manufactured in wagon-loads

tative distances Miles				an Railways	Over Canadi	ian Railways
	Rate 9th class per maund Rs. A. P.	Index taking the rate for 50 miles as 100	Rate Class 55 per 100 lbs. cents.	Index taking the rate for 50 miles as 100	Rate Class 45 per 100 lbs. cents.	Index taking the rate for 50 miles as 100
50	0 6 0	100	50 (Rs. 2-5-10) (Rs. 1-15-2 per maund) 519%	100	36 (Rs. 1-11-5) (Rs. 1-6-7 per maund) 376%	100
100	0 9 7	160	63 654%	126	50 323%	139
200	1 1 10	297	82 851% i	164	68 711%	189
300	1 10 1	435	98 1,017%	196	84 876%	233
400	2 i i	<b>5</b> 51	113 1,173%	<b>22</b> 6	100 1,045%	278
500	2 8 1	668	127 1,318%	254	116 1,211%	322
600	2 15 1	<b>7</b> 85	140 1,453%	280	132 1,380%	367

341

ANNEXURE XII—contd.

Rates for Mustard oil in wagon-loads

Represen-	Over Indit.	n Railways	Over Americ	an Railways	Over Canadi	an Railways
tative distances Miles	Rate 3rd class per maund Rs. A. P.	Index taking the rate for 50 miles as 100	Rate Class 30 per 100 lbs. cents.	Index taking the rate for 50 miles as 100	Rate Class 45 per 100 lbs. cents.	Index taking the rate for 50 miles as 100
50	0 4 6	100	27 (Rs. 1-4-5) (Rs. 1-0-10 per maund) 374%	100	36 (Rs. 1-11-5) (Rs. 1-6-7 per maund) 502%	100
100	0 6 8	148	3 <b>4</b> 471%	126	50 698%	139
200	0 12 0	267	45 625%	167	68 949%	189
300	i 1 4	385	54 748%	200	84 1,170%	233
400	1 5 10	485	62 860%	230	100 1,396%	278
500	1 10 4	585	69 957%	256	116 1,616%	322
600	1 14 19	685	77 1,066%	285	132 1,842 %	367
			सन्यमेव ज	यत <u>े</u>		

342

ANNEXURE XII—contd.

Rates for Cement in wagon-loads

Represen-	Over India	n Railways	Over Americ	an Railways	Over Canad	ian Railways
tative distances Miles	Rate WL/E per maund Rs. A. P.	Index taking the rate for 50 miles as 100	Rate Class 22½ per 1001bs. cents.	Index taking the rate for 50 miles as 100	Rate Class 27 per 160 lbs. cents.	Index taking the rate for 50 miles as 100
50	0 3 4	100	20 (Re. 0-15-2) (Re. 0-12-6 per maund) 375%	100	22 (Rs. 1-0-9) (Re. 0-13-9 per maund) 413%	100
100	0 4 7	138	26 588%	130	30 562%	136
200	0 8 2	<b>2</b> 45	34 638%	170	41 774%	186
300	0 11 9	<b>3</b> 45	40 750%	200	50 938%	227
400	0 13 6	405	46 863%	230	60 1,127%	273
500	0 15 3	<b>4</b> 58	52 975%	<b>26</b> 0	70 1,313%	318
600	1 1 0	510	57 1,069%	285	79 1,483%	359

343
ANNEXURE XII—contd.

## Rates for Tea in wagon-loads

Represen- tative distances Miles	Over India	n Railways	Over Americ	can Railways	Over Canad	ian Railways
	Rate 10th class per maund Rs. A. P.	Index taking the rate for 50 miles as 100	Rate Class 45 per 100 lbs. cents.	Index taking the rate for 50 miles as 100	Rate Class 55 per 100 lbs. cents.	Index taking the rate for 50 miles as 100
50	0 6 4	100	41 (Rs. 1-15-0) (Rs. 1-9-6 per maund) 403%	100	44 (Rs. 2-1-6) (Rs. 1-11-7 per maund) 436%	100
100	0 10 3	162	51 500%	124	61 606%	139
200	1 3 2	303	67 6 <b>57%</b>	163	83 824%	189
300	1 12 1	443	81 798%	198	102 1,012%	232
400	2 3 7	562	93 915%	227	122 1,208%	277
500	2 11 1	680	104 1,024%	254	142 1,408%	323
600	3 2 7	799	115 1,128%	280	162 1,604%	368

344

ANNEXURE XII—contd.

# Rates for Petrol (Benzine) in wagon-loads

Represen-	Over India	n Railways	Over Americ	eor. Roiiweys	Over Canad	ian Railways
tative distances Miles	Rate 12th class per maund Rs. A. P.	Index taking the rate for 50 miles as 100	Rate Class 35 per 160 lbs, cents	Index taking the rate for 50 miles as 100	Rate Class 45 per 100 lbs. cents	Index taking the rate for 50 miles as 100
50	0 6 11	100	32 (Rs. 1-8-3) (Rs. 1-3-11 per maund) 288%	100	36 (Rs, 1-11-5) (Rs, 1-6-7 per maund) 327%	100
100	0 11 6	166	40 360%	125	50 455%	139
200	158	313	52 469%	163	68 618%	189
300	1 15 10	460	63 567%	197	84 762%	233
400	286	586	72 648%	225	100 909 <b>%</b>	278
500	3 1 2	711	81 729%	253	116 1,053%	322
600	3 9 10	836	89 801%	278	132 1,200%	367
	1	}			1	

345
ANNEXURE XII—concld.

# Rates for Manganese Ore in wagon-loads

Represen-	Over India	n Railways	Over Americ	an Railways	Over Canadian Railways		
	nces Rate Index tak		Rate Class 22½ per 100 lbs. cents.	Index taking the rate for 50 miles as 100	Rate Class 27 per 100 lbs. cents.	Index taking the rate for 50 miles as 100	
50	0 2 11	100	20 (Re. 0-15-2) (Re. 0-12-6 per maund) 429%	100	22 (Rs. 1-0-9) (Re. 0-13-9 per maund) 471%	100	
100	0 3 10	131	26 558%	130	30 641%	136	
200	0 6 7	226	34 729%	170	41 876%	186	
300	0 9 2	316	40 858 <b>%</b>	200	50 1,069%	227	
400	0 10 7	363	46 987 <b>%</b>	230	60 1 <b>,2</b> 86 <b>%</b>	273	
500	0 12 0	411	52 1,116%	260	70 1 <b>,</b> 498 <b>%</b>	318	
600	0 13 5	460	57 1,223%	285	79 1,691%	359	
			1000000			!	

सत्यमेव जयत

#### ANNEXURE XIII

#### INTERIM RECOMMENDATION

The Committee have received numerous complaints from Chambers of Commerce, Trade Associations and others that the present classification of goods contains many anomalies. Their own study of the Railway Goods Tariff inclines them to the view that there are anomalies which need looking into. After a lapse of more than fifty years an attempt was made for the first time in 1948 to standardise the rate structure. In doing so, it was natural to avoid in the new structure too sharp a break from the past. All anomalies which might have crept into railway rates and classifications over a long period could not, therefore, be eliminated. It should also be remembered that no scheme of classification, howsoever perfect at any time, can always remain so. The classification of a particular commodity for the purpose of railway rating is determined on a consideration of various factors, some of them of a conflicting nature, and the appropriate weightage to be given to each factor varies with time and circumstances. Classification is essentially a question of relativity. In course of time, the position which a commodity once occupied in the general price structure and the uses to which it was put might change the balance and the relativity be thereby disturbed.

The extent of this disturbances depends on the nature and pace of the changes which may have taken place in the pattern of the country's economy. Though during the last eight years rapid changes have been taking place in the country's economy, the railway freight structure and classification have, however, remained more or less the same. The Committee consider that the railway classification can keep pace with the country's economy only if there is an adequate machinery for its review, and they will be making specific recommendations on this aspect of the matter in the report. Here they propose to deal only with the question of the best way of quickly investigating and removing the alleged anomalies which have been brought to their notice. It is neither in the interest of trade and industry nor in that of the railways that these anomalies should continue.

While the Committee will review the more important cases of anomalies, it is not feasible for them to examine in detail all the numerous cases which have come to their notice; at the same time it is proper that the large volumes of complaints which have been made, should be promptly scrutinised. The Committee's report must, therefore, be incomplete and may cause some public disappointment if the various cases of anomalies brought to their notice are not otherwise dealt with.

The Committee, therefore, recommend that a small committee should be set up immediately to undertake a detailed scrutiny of anomalies in classification, and to collect all the basic and statistical data necessary for the purpose. The Committee will also have made available to it the information which this committee has collected. It is suggested that by adopting this procedure, decisions regarding the removal of anomalies in classification will be made as soon as possible after the Railway Freight Structure Enquiry Committee make their recommendations.

# ANNEXURE XIV

List of commodities for which the recommended classifications are lower than the corresponding percentage classes.

Commodities	percer	Corresponding percentage classes		Recommended percentage classes	
	Wagon- loads	Smalls	Wagon- loads	Smalls	
Absolute alcohol	230	230	120	140	
Acid, hydrochloric	120	120	110	130	
Acid, sulphuric	120	120	110	130	
Acid, sulphuric, diluted containing not less than 60 per cent. by volume of water	120	120	110	130	
Agricultural implements and machines, N. O. C. power-operated	65	65	60	70	
Agricultural, implements and machines, N. O. C. worked by hand or animals, packed	60	60	55	65	
Agricultural implements and machines, N. O. C. worked by hand or animals, unpacked	60	60	55	65	
Alum	70	70	40	52.5	
Aluminate of soda	95	95	75	90	
Aluminium scrap	85	85	70	85	
Arrowroot flour, N.O.C	120	120	95	110	
Asbestos, crude	65	65	60	70	
Athletic appliances	150	150	95	110	
Axles and wheels (not fitted with rubber tyres)	65	65	47.5	60	
Axles, wooden	65	65	47.5	60	
Bagatelle tables and accessories	150	150	95	110	
Ballast	32.5	55	30	40	
Bamboo chicks	95	95	65	75	
Bamboo handles for cheap umbrellas	70	70	47.5	60	
Bamboo ladders	95	95	65	75	
Bark, plantain	. 60	60	47.5	60	
Barley, pearl, in tins	. 120	120	95	110	
Baskets, common, country	95	95	70	85	
Bellmetal (Kansa) ingots, sheets or slabs	. 95	95	75	90	

348

ANNEXURE XIV—contd.

Commo		perce	ponding entage sses	Recommended percentage classes			
				Wagon- loads	Smalls	Wagon- loads	Smalls
Bellmetalware (Kansaware)		••		120	120	95	110
Bentonite				32.5	55	30	40
Betel leaves				95	95	75	90
Bicarbonate of soda	• •			40	70	37.5	50
Bichromate of potash		• •		100	100	80	95
Bichromate of soda	••	••		100	100	80	95
Bleaching powder		500	120	65	65	40	52.5
Bone dust	• •	68		30	55	27.5	37.5
Bone meal		681	3	<b>3</b> 0	55	27.5	37.5
Bones		B		35	55	32.5	42.5
Bones sinews		. 1	A y S	35	55	32.5	42.5
Books		4		80	80	75	90
Boxes, cases, casks, tea-chests with or without fittings	s, wood	len, unasse	mbled	60	60	40	52.5
Bran	••	स	यमेव	14-40	55	32.5	42.5
Canes, walking				150	150	95	110
Carbide of calcium	• •	* *		100	100	95	110
Carts, country, N. O. C. in p	arts	••		65	65	47.5	60
Caustic soda				40	70	37.5	50
Caustic soda, liquor	• •			65	65	37.5	50
Chalk				32.5	55	30	40
Charcoal fuel				32.5	55	30	40
Chemical manures, Division	В	• •		40	60	35	45
Clay, China		••		32.5	55	30	40
Clay figures	••	••		120	120	95	110
Clay, modelling				120	120	95	110
Cocoanuts, desiccated, N. O.	C.	• •		65	65	60	70
Coir	••	• •		65	65	55	65

**ANNEXURE XIV**— contd.

Commodities		Corresponding percentage classes		Recommended percentage classes		
			Wagon- loads	Smalls	Wagon- loads	Smalls
Creosote	• •		65	65	60	70
Cricket kit and accessories	• •		150	150	95	110
Curds	••		95	95	75	<b>9</b> 0
Fireclay			32.5	55	30	40
Firewood			32.5	55	30	40
Fish dried or salted			65	65	60	70
Fish, fresh		and a	95	95	75	90
Fish in tins, indigenous			120	120	85	100
Fish, smoked			65	65	60	70
Fish spawn	1632		95	95	75	90
Fruits, fresh, N. O. C.	10		45	60	42.5	55
Glassware Division B	1	AM	100	100	95	110
Glassware Division C			75	75	65	75
Glucose, N. O. C	(Common or other party)	· ·	70	70	65	75
Goolkhand	सुर	मिव ज	120	120	95	110
Grain and pulses	••		40	55	32.5	42.5
Groceries, N. O. C			120	120	95	110
Gymnastic apparatus			150	150	95	110
Hardware, N. O. C	• •		120	120	110	130
Hats	• •		150	150	110	130
Honey, indigenous			120	120	85	100
Husks of grain and pulses, comm N. O. C. and seeds, N. O. C.	on seeds, oil	seeds,	40	55	32.5	42.5
Ice	••	••	60	60	45	57.5
Implements for games	••	••	150	150	95	110
Jute, full pressed	••		85	85	70	85
Lathis (Bamboo sticks only)			85	85	65	75
Liquefied or compressed chloring			130	130	110	130

350
ANNEXURE XIV—contd.

Comm	nodities		perce	Corresponding percentage classes		Recommended percentage classes	
				Wagon- loads	Smalls	Wagon- loads	Smalls
Lead ore		••		65	65	60	70
Marble (including Baroda	Green) l	oallasts or	chips	65	65	55	65
Meat, fresh	••	• •		9 <b>5</b>	95	75	90
Milk		••		95	95	75	90
Mouse or rat traps		••		120	120	95	110
Nickel-copper-zinc alloy	scrap	••		115	115	95	110
Nickelware scrap	• •	,	errore e	115	115	95	110
Oatmeal in tins	• •	200	38	120	120	95	110
Onions	••	@ 183		45	60	42.5	55
Papier-mache	••	684	â	150	150	95	110
Permanganate of potash		400		150	15 <b>0</b>	95	110
Petroleum and other hands dangerous, i.e., having above 76° Fahr Petroleum coke	a flashi			65 55	65 55	62.5 40	72.5 52.5
Diameter	• •	<b>Q</b> 11.31		95	95	75	
<b>5</b>	• •	전리	मन ज	45	65		90
	••	• •		45		42.5	55
Programmes (figh and most )	 V O C)	• •		-	65	42.5	55
Preserves (fish and meat, I Prefabricated aluminium of	,	••		120	120	95	110
	-			115	115	110	130
Presses, screw, cotton or ju		••		80	80	65	75
Producer gas plant	••	• •		120	120	70	85
Rain gauges	••	••		120	120	70	85
Rattan boxes		 . 1		120	120	95	110
Rectified spirit (50° over p		above)	••	230	230	95	110
Rice, parched	••	• •	••	95	95	80	95
Salt for table use	• •	••		120	120	95	110
Salt, N. O. C.	• •	• •		37.5	60	35	45
Sand	• •	• •		32.5	55	30	40
Seeds, common	• •	• •		45	55	37.5	50

**ANNEXURE XIV**—concld.

Commoditie	Corresponding percentage classes		Recommended percentage classes				
				Wagon- loads	Smalls	Wagon- loads	Smalls
Silicate of soda		•		40	65	37.5	50
Slate pencils		•		70	70	55	65
Slates in tiles or slabs				65	65	60	70
Slates, writing	•	• •		70	70	55	65
Soda crystals or soda ash	• ,			40	65	37.5	50
Sola hats		••		150	150	100	120
Soya beans		0		80	80	65	75
Starch, N. O. C.	. 9			70	70	47.5	60
Sugarcane				60	60	42.5	55
Sulphate of alumina			T/	70	70	40	52.5
Sulphate of soda		丛		40	70	37.5	50
Γapioca in tins	. 1	Latina (	92	120	120	95	110
Гаріоса sun-dried		मरागे	ar er	60	60	55	65
Tiles, common, roofing .	•			32.5	42.5	30	40
Finned ware, N. O. C. (for continuous plate and black plate only	ntain <b>ers</b> ')	made fro	om 	95	95	85	100
Tobacco, country, un-manufact	tur <b>ed</b>	• •		100	100	95	110
Foys, bamboo, clay and woode	n	• •		65	65	47.5	60
Vegetables, N. O. C.		• •		45	60	42.5	55
Vinegar		• •		100	100	80	95
Waste refuse				80	80	65	75
Water softening materials (fe	or wate	r softeni	ing	100	100	80	95
Wheels, wooden			- •	65	65	50	60
Wooden articles, N. O. C.	•		٠.	65	6 <b>5</b>	55	65
Vome				65	65	45	57.5
Zinc ore	•			65	65	60	70

352

# ANNEXURE XV

List of commodities for which the recommended classifications are higher than the corresponding percentage classes.

Commodities		Corresponding percentage classes		Recommended percentage classes		
		Wagon- loads	Smalls	Wagon- loads	Smalls	
Carbon bricks for lining electric fur	naces	60	60	65	75	
Cement			40	65	42.5	55
Chrome ore	••		32.5	55	40	52.5
Cold starters Coloured cement	••		115 40	115 65	100 42.5	120 55
Electrical appliances and fittings, D	ivision A	12.6	115	115	120	140
Electrode paste	6 K		115	115	100	120
Iron or Steel, Division A	133		70	75	75	90
Iron or Steel, Division B Iron or Steel, Division C	:		65 60	70 65	70 65	85 75
Iron or steel scrap	- di	44.)	32.5	55	40	52.5
Iron, pig	120		32.5	55	40	52.5
Jute, unpressed	- CONTRACTOR	3000	95	95	100	120
Lorries, steam Magnesite crude, calcined, burnt or		d	120 32.5	55	130 40	52.5
Manganese chloride			80	80	70	85
Manganese ore	• •		32.5	55	40	52.5
Molasses			32.5	60	40	52.5
Motor vehicles, N. O. C. in covered Motor vehicles, N. O. C. in opens	ls		130 120	••	140 130	••
Petroleum and other hydrocarbon i.e., having a flash point beld N. O. C	oils dang w 76° F	erous ahr.,	120	120	130	150
Refractory bricks (for Magnesite bri		45	55	60	70	
Sodium flouride Sodium fluosilicate	**	••	80 80	80 80	70 70	85 <b>85</b>
Stainless steel sheets or rods	• •	* •	80	80	85	100
Stoves, N. O. C	• •		115	115	100	120
Tobacco imported	• •	••	115 25	115 60	120 27.5	140 37.5

# ANNEXURE XVI

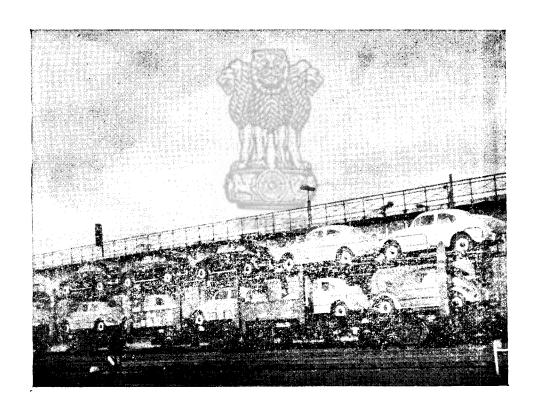
# Revised General Classification of Goods



(This Annexure is printed separately as Part II of this Volume)

# ANNEXURE XVII

# Picture Illustrating Economical Loading of Motor Cars





## REPORT

OF

## THE RAILWAY FREIGHT STRUCTURE ENQUIRY COMMITTEE

1955-57

Volume I (Part-I)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

PRINTED AT THE SOUTHERN RAILWAY PRESS, RAYAPURAM, MADRAS

#### NOTE

- 1. Where no classification has been shown under smalls, the classification shown under column "wagon-loads" will apply to traffic in smalls also.
- 2. The proposed special condition "S/31" attached to "Jute full pressed" and; "Jute half-pressed" denotes:---
  - 5/31—(a) Rates quoted for "Inte full-ore used" apply to bules averaging 5 manual seach in weight and measuring to not more than 10½ c. ft.
    - (b) Rates quoted for "Jate's alf-pressed" apply to bales each averaging -
      - (i) 4 mands in weight and measuring to not more than 16 c. ft.
      - (ii) 3] munds in weight and measuring to not more than 15 c. ft.
      - (iii) 11 maunds in weight and measuring to not more than 5.88 c. ft.

NOTE.—Interprete which do not conform to the above weights and measurements will be charged at the rate for "Jute unpress, 3".

#### ANNEXURE XVI

# REVISED GENERAL CLASSIFICATION OF GOODS

(As proposed by the Railway Freight Structure Enquiry Committee)

सद्यमेन जयते

Calcutta,
18th January, 1957

G. S. A. SALDANHA,

Secretary,

Reilway Freight Structure Enquiry Committee.

Articles	General ficat		ap	nima wo onditio plicabk on-load	ns to	Remarks
•	Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Aerated waters P/2 Includes— Mineral waters	65	75				
Aeroplanes, component parts of P/2 Includes— Aero-engines	Of 130	150				
Aeroplanes, packed subject to a minimum weight for charge of 50 maunds for each aeroplane or per	130	estal.				
each 4-wheeled vehicle used, whichever gives the greater charge P/2 S/3.	or;		3			
Agar (aloewood, eaglewood and lignaloes) e;	P/22 150	180				
Agarwood dust P/6	- 55	65				
Agricultural implements and machines, N.O.C power operated P/2	60 0f	70				
	ower rated.	व जयते				
Agricultural implements and machines, N. O. C., worked by hand or animals, packed P/2 Includes— Agricultural or garden-	55 20f	65				
ing forks and hoes Chaff cutters Component parts of sugar-cane mills. Id Decorticating machines						,
Harrows	,					

Articles		General ficat		e ap	nima we ondition plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Agricultural implements and machines N. O. C., worked by hand or animals, packed—(concid.) Sugar-cane crushers Sugar-cane mills, etc Water boring plant Water-lifters Winnowers Agricultural implements and machines, N. O. C., worked by hand er animals, unpacked Include:—— Agricultural or gardening forks and hoes Chaft cutters Component parts of sugar-cane mills Decorticating machines Harrows Persia:n wheels Pick-axes Ploughs Powarlas Sugar-cane crushers Sugar-cane mills etc Water boring plant Water-lifters	P/20f	55	<b>65</b> व जयत			•	•
Air-conditioning units	P/22	120	140				
Ajax	p ; d	180					
Ak floss, full pressed	P/21; S/15	55	65				
Ak floss, half-pressed	P/21; S/15	60	70				
Ak floss, loose	P/5;	70	85				
Alabaster, unwrought	S/15 P/20	55	65		! !		
Alabaster wrought, N. O. C. Includes— Shades and bowls Figures and ornaments. Albums	P/20 P/22	100	120 150				
Ale and peer in bottles or in jars. include —— Porter Stout	P/24	65	75	To before distances for tenance con-			

Articles		:	General ficati		c an	nima w onditio plicable on-load	ns e to	Remarks
				Smails	B. G.	м. G.	N. G.	arrassamen was in widing to it the
Ale and less not in lost or in jass. Includes— Porter Stout	les	P/2:1.	60	70				
Almonds	• •	P/7	80	95	! . !			
Aloes	٠.	P/6	95	110	l L			
Alum	••	<b>P</b> /30	40	52.5				
Manustot	s •	b; q	130	3	!			
Alumina	••	P/30 8	70	85	Ļ			
Aluminate of sods	••	P/24c	75	90			į	
Aluminium Includes Aluminium strips, sit or coils		P;22	95	110				
Alaminiana deoss		P/5	47.5	60			ŀ	,
Alumenium Garde		P/23	70	85				
Alunimom foil		P/22	130	150				
Alaminian powder		P.22	95	<sup>의리</sup> [10				
Aluminium scrap		P. 7	70	85				
Aluminium ware, N. O.	c.	P 22	120	140	•			
Amber		e; P. 22	150	180	1			
Amberite No. 2		p;d	180	٠.				ļ
Amchar		P. 6	80	95				
American cloth		<b>P</b> /2	100	120				
Anila .		P, 6	47.5	60	!			·
Ammonal		p;d	180		-			
Ammon galatine dynami	ite	. p ; d	180	1			1	
Anmon galgaite			189		1			
			180		!			
Ammon galigaite No. 3			180			ļ		
Ammonia in solution	• •	p;d	110	130				

Articles	General ficat		ap	nima w conditio plicabl on-load	ons e to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Ammonia, liquefied an- hydrous or ammonia gas, compressed p; d.	110	130				
Ammonium bicarbonate P/24c	100	120				
Ammonium bifluoride, solid p; d	150	180	i			
Ammonium fluoride, liquid p; d	150	180				
Ammonium sulphocyanide p; d	110	130	İ			
Ammunition quick-firing p; d	180	S.				
Amorphous, phosphorus p; d	150	180	3			
Amsut P/22	100	120	7			
Amyl acetate p; d	110	130				
Amyl alcohol p; d	150	180				
Aniline oil p; d	100	120				
Aniseed water P/24	80	95	).			
Anti-gas fabrics p; d	150	180				
Anti-hydro P/24c	80	95				
Antimony P/22 Includes— Antimony sulphide	100	120				
Antimony fluoride mordant (antimony salts) p; d.	130	150				
Ardeer gelignite p; d	180	••				
Arms P/22 (See General Rule 49)	130	150				
A. R. P. Practice Incendiary Bombs p; d	180					
Arrowroot P/6	47.5	60				
Arrowroot flour, N. O. C P/22	95	110				
arsenate or arseniate of lead. p; d	100	120	1	-		
Arsenic d	100	120				
Arsenic, oxides of p; d	100	120		ļ		

11

Articles	:	General ficati		c an	nima we ondition plicable on-load	is !	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Bangles, ivory e	; P/22	150	180	!	<u> </u>		
Bangles, luc, broken p	; P/5	47.5	60	:	1		
Bangles, N. O. C I	ν/9	80	95	ί			
Bangles, wooden f	2/5	70	85				
Barium carbonate	) ; d	.80	95				
Barium hydrate (Barium hydroxide) I	o ; d	60	70				
Barium peroxide	1: d /	150	180			}	
Barium suiphide	1124c	60	70	1			
Bark, piantain	P/N	47.5	60				·
Barley, pearl, in tims	P/22	95	110				
Barometers	e ; P/23	150	180	!			·
Barrows	P/19	80	95				
Bars, sash and sky, iron or steel, galvanized or coated with lead or with anti-rust solution	P/22	100	TH 120	44			
Baskets, common, country,	P/1	70	85				
Baskets, N. O. C	P/1	85	100				
Battery charging solution (Acid)	d	130	150				
Battery charging solution (Alkali) (Potash and Lithia solution)	d	130	150	) i			
Bauxite calcined	P/30	65	75	; '	!	Ì	
Beads, coral	e; P/22	150	180	) ! :	!		
Beads, N. O. C. (if of glasse)	P/22	80	95	; ; !	:	\$ \$ \$	
Bee-hives, wooden and/or metal empty and bee-keeping appliances	19/20f	35	63	5	•		
Belex	d	180		i :		:	
Belex I	d	180		!		į	

Articles		General fica	Classi- tion	ap	nima woondition plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	М. G.	N. G.	-
Belex 3	d	180	••				
Bellmetal (kansa) ingots sheets or slabs	•	75	90				
Bellmetal (kansa) scrap	<b>P</b> /7	70	85				
Bellmetal ware(Kansaware)	P/22	95	110			ŀ	
Bellows	P/22	100	120				
Bells, pneumatic	P/22	85	100				
Belting, leather or any other kind(for machinery Includes— Cotton tubular bandi	) P/6	100	120				
Benjamin	P/24	100	120				
Bentonite	P/30	30 (OR)	40 (OR)				RR rates will be 20% higher
Beryl ore	P/30	85	100	}			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Betel leaves	p; P/8	75 (OR)	90 (OR)				RR rates will be 20% higher.
Betel-nuts	<b>P</b> /6	95	110				
Bhojpattar	P/5	55	65			į	
Bicarbonate of potash	P/6	85	100				
Bicarbonate of soda	P/6	37.5	50			İ	
Bichromate of potash	P/24c	80	95				
Bichromate of soda	P/24c	80	95				
Bicycles, childrens' subject to a minimum weight for charge of 20 seers per package	P/20f	130	150				
Bicycles, component parts of	P/20f	130	150				
Bicycle crates, empty, subject to a minimum weight for charge of 20 seers per crate		60	70			-	

Articles		General ficat		c ap	nima wo onditio plicable on-load	ns e to	Remarks
				В. G.	м. G.	N. G.	
Bicycles, fitted with auto- wheel attachments, sub- ject to a minimum weight for charge of two mds per package		130	150				
Bicycles, subject to a mini- mum weight for charge of one maund per pack- age	; , ,	130	150				
Biddies	P/11	100	120				!
Biddy leaves	P/5	100	120	2			<u> </u>
Billiard table slates .	P/28c	80	95				
Billiard tables and other accessories	DIOOF	130	150				
Birds'skins	P/22	100	120			ļ	
Biscuits, dog or forage .	P/22	75	90				
Biscuits, N. O. C.	P/22	100	120				
Bisulphide of carbon	p;d	150	180				
Bisulphite of lime solution saturated with sulphur dioxide gas	•	80	95				
Bituminous solution(Paint	p;d	75	90		1		
Black, N. O. C Includes— Bone black (anima charcoal). Ivory black.	<b>P</b> /6	85	100				
Blankets, cotton o woollen	P/25	100	120			Abantusere e de maniera plante aparte de consessora de la	
Blasting gelatine	p;d	180					
Bleaching powder .	đ	40	52.5				
Blotting paper, in bales or bundles	P/17	55	65				

Articles		General ficat	c ; ap	nima w onditio plicable on-load	ns e to	Remarks	
		Wagon- loads	Smalls	B. G.	М. G.	N. G.	
Boards, patent, invulating or building (colling, wall or flooring)	F/2	60	70				a territor es muses automos se te
Boats, N. O. C., subject to a minimum weight for charge of 50 mds. for the first boet, loaded in a four-wheeled wagon, and to a minimum weight for charge of 50 mds. for each of the first two boxts loaded in a bogie wagon. For every boat exceeding one in a four-wheeled or six-wheeled wagon and for every boat exceeding two in a bogie wagon the minimum weight for charge will be 30 mds. The minimum weight for charge for a single boat loaded in a bogie wagon will be 100 maunds—f.		95					
As under—  (1) Non-collapsible shooting boats over 12 feet in length, subject to a minimum weight of 13½ mds, each.  (2) Non-collapsible shooting boats 12 feet in length and under, chargeable on actual weight.  (3) Collapsible shooting boats dispatched folded, chargeable on actual weight.  Note.—Shooting boats shall be carried as "smalls" and loaded in wagons with other goods at the convenience of railways. Otherwise, they shall be subject to charge on the min mum weights prescribed for "Boats, N.O. C."	P/20f	95	A COLUMN CONTRACTOR CO				
N. C. C.			i	:			

Articles	General fleet		Mini ce upo. waso	weight lots le to	Remarks
	Wagon- loads	Smalls	B. G	. G. N. G.	
Bobbins P/22	85	100	·		· · · · · · · · · · · · · · · · · · ·
Bodar P/6	55	65.			•
Boiler cement P/6 Includes— Fire-cement Mugnesia cement	75	90		•	 
Bombs filled-Depth charges . p; d	. 180			į	
Bombs filled-Inceadiary p; d (for aircraft)	180	! . ••			·
Bombs filled-Trench p; d	180				
Howitzer Bombs filled-Trench mostar p; d	180		3	: :	•
Bombs filled-H. E. Hor p; d	130			:	:
Aircraft) Bone dust P/6	27. 5 (OR)	37.5 (OR)		•	RR rates will be 20% higher.
Bone meal P/5 Includes— Hoof meal Horn meal	27.5 (OR)	37.5 (OR)		: : : : : : : : : : : : : : : : : : : :	RR rates will be 20% higher.
Bones P/30; S/4 includes— Crusiled bones Hoofs Horns, common Skins, scrap (See General 50 to 53).	32.5 (OR)	42.5 (OE)	;		RR rates will be 20% higher.
Bones sinews P/30	32.5 (GR)	42.5 (OR)			RR rates will be 20% higher.
Books P/22 Includes— Atlasses,	75	90			
Boots P/22 Includes— Sandals, N. O. C. Shoes Slippers	120	140		•	
with the same of t			: • 1,	· · ·	1
Boot polish 2/22	: 80	5.4	!	•	
Boot, shoe and stay faces P/22	100	1 .	:	•	•
Borax P/6	40	.: "			

Articles		General ficat	ap	nima woondition plicable on-load	Remarks		
		Wagon- loads	Smalls	B. G.	м. <b>G</b> .	N. G.	
Bottles (if made of articles listed in Rule 37; e) Includes— Feeding bottles Glass ampoules Stone ginger beer bottles	P/22	65	75		1		
Boxes, cases, casks, tea chests, wooden, unas- sembled with or without fittings	P/1	40	52.5		:		
•		A PURIL	SI BACK				
Boxes or trunks, leather	P/20f	110	130				
·	P/20f	100	120				
	P/1	80	95				
Bran	P/5	32.5	42.5				
Brass fo	P/22	110	130				
Brass ingots or slabs		70	<b>30 85</b>				
Brass scrap	P/7	55	65				
Brass sheets or rods Includes— Brass bars. Brass circles. Brass stripes. Yellow metal sheets or plates.	P/I	75	90				
Brass ware  As under—  Brass jingles  Brass pipes	P/22 P/22 P/22 P/22 P/22 P/1 P/22 P/22	95	110			The state of the s	
Barattice cloth	P/2	55	65			:	
Bread	P/22	70	85		į	į	•

17
ANNEXURE XVI—contd.

Articles			General ficati	e ap	nima we ondition plicable on-load	Remarks		
			Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Bricks, common Includes—Bricks, broken.		P/30	32.5	42.5		: •   		
Bricks, bath		P/22	80	95		Ì		
Bricks, porcelain	• .	P/20	65	75		•		
Bricks, terracotta		P/20	70	85				
Bricks, vitrified		P/20	65	75	İ	i I		
Bristles, hog		P/22	100	120	:			
Bromine		p;d	150	180	5	1		
Bronze ingots or sla	bs	••	80	95		-		
Bronze rods		P/1	100	120		ĺ		
Bronze scrap		<b>P/7</b> ,	70	85				
Bronzeware .		P/22	100	120				
Bronzing solution (a	rsenical)	p;d	100	120				
Brooms		P/1	47.5	60		!		
Brushes, N. O. C Includes— Bobs, polishing cloth.	, made of	P/5	80	जय- <b>9</b> 5				
Mops.	•							
Buckum root .		P/5	80	95				
Bulbs		<b>P</b> /6	80	95				
		P/22	85	100				
		P/24	95	110				
		P/22	100	120				
Butyl acetate .		p;d	110	130	1			
Butyi alcohol		. p;d	150	180				
		P/6	47.5	60				
Cadjans		P/1	47.5	60				
Cadmium sulphide	• •	P/24-c	130	150				
Cages, iron or steel		P/19-1	80	95	; [	į		

18

Articles		General ficat		i c	nima we condition oplicable on-load	ns to	Remarks
		Wagon- loads	Smalls	<b>B.</b> G.	M. G.	N. G.	
Cages, N. O. C.	P/20-f	80	95	: : :		:	
Calcium arsenate (solid)	p;d	130	150	<b>:</b>	: }	1	
Calcium chloride	P/24-c	60	70	<u> </u>			
Calcium phosphide	p;d	110	130				
Calcium silicide	p;d	80	95			•	
Camel kadjawahs	P/22	80	95			1	
Camels' hair, full-pressed	P/21; S/15	80	95			;	
Camels' hair, half-pressed	P/21; S/15	100	120		,	,	
Camels' hair loose	P/5; S/15	130	150			!	
Camp equipage Includes—		100	120				
Tents Tent equipage	P/6 P/20-f						
Camphor	e; P/22	130	ाते <b>150</b>				
Camphor wood	P/5	80	95			İ	
Candles	P/22	85	100	!	- 1	ļ	
Candles, smoke, ground . Mark II	. p;d	180					
Canes, N. O. C	P/1	95	110	Ì			
Canes, Walking	P/22	·95	110				
Canoes, subject to a minimu weigh for charge as for a mauncs each	m 27 P/20f	95					
Cans, doffing or winders, fo use in textile factories .	P/22	85	100				
anvas	. P/6	80	95		!		
Canvas tags	. P/6	80	95		!		
anvas hose	. P/6	80	95			j	
aoutcheucine	. p;d	110	130				

· 19

Articles	.:	General ficat		ap	nima wo onditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Capped safety cartridge cases, if otherwise empty	p;d	100	120				
Caps Balaclava caps. Knitted caps.	P/22	100	120				
Caps and discs for closing and sealing bottles or tins	P/22	80	95				
Caps, percussion	d	180	25).				•
Capsules, lachrymatory	p;d	150	180				
Caramel (burnt sugar)	P/22	100	120		:		
Carbide of calcium	p;d	95	110				
Carbolineum avenarius oil	P/24-c	60	70				
Carbonate of ammonia	P/24-c	85	100				
Carbonate of potash	<b>P</b> /6	85	100				
Carbonate of strontia	P/24-c	85	100				
Carbon black	p;d	95	110				
Carbon decolourising	P/22	80	95				
Carbonic acid gas, compressed or liquefied	d	80	95				
Carbon bricks for lining electric furnaces Includes— Carbon paste		65	75				
Carbon paper	P/22	100	120				
Carcass Composition Practice A. R. P. Bombs	p;d	180	••				
Cardboard Fboxes, collapsed flat	P/22	80	95				
Cardboard or pasteboard boxes, N. O. C. empty, packed in cases	P/22	100	120			·	٠٠.
Cardox composition	p;d	180	••				
Cards for carding machines	P/22	85	100	!			

Articles		General ficat		c ap	nima we onditio <b>pli</b> cable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Cards for tickets	P/22	80	95				
Cards, N. O. C	P/22	100	120				; : !
Carpets or rugs, floor Includes— Druggets	P/18	110	130				
Carriage braid	P/22	100	120			<u> </u>	
Carriages, 2-wheeled, consigned on their own wheels, subject to a minimum weight for charge of 45 maunds each	f	120					
for charge of 13½ maunds each	f	120					
for charge of 45 maunds each	f	120	MI			İ	
Carriages, 4-wheeled, consigned without their wheels, subject to a minimum weight for charge of 27 maunds each	f	120	े (१८) व जयते	}			
Carriage shafts	P/20-f	95	110		<u> </u>		
Carriages in pieces or parts, i.e. shafts, springs, wheels, axles, etc. removed	P/20-f	95	110				
Cartridge cases, uncapped, empty	P/22	100	120				
Cartridges for blasting or other like purposes	p;d	180	•.•				
Cartridges for cannon	p;d	180					
Cartridges for small arms, which are not safety cartridges	p;d	180	••				·. ·
Cartridges, illuminating	p;d	180	••		İ		
Cartridges, safety	đ	180	••			·	
Cartridges, signal	p;đ	180	. <b>.,</b>	<u>.</u> .			

	<del></del>					
Articles		l Classi- tion	app	ima wo Inditio Ilicable n-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	М. G.	N. G.	
Carts, all-steel, with or without pneumatic tyres, subject to a minimum weight for charge of 27 maunds each P/20	)-f 95	••				
Carts, all-steel, in pieces or parts, i.e., wheels, axles, etc., removed P/20	⊢ <b>f</b> 95	110				
Carts, country, N. O. C. subject to a minimum weight for charge of 13½ maunds each P/20	-f 95	a _				
Carts, country, N. O. C., in parts P/20-f	433	60				
Carts, municipal, or any other kind except carts, country, subject to a minimum weight for charge of 27 maunds each f	95				!	
Carts, municipal or any other kind except carts, country, in pieces or parts, i.e., wheels, axles, etc., removed P/20-f	95	110				
Carts, tar boiling, subject to a minimum weight for charge of 27 maunds each	95					
Carts, tar boiling, in pieces or parts P/20-f	95	110				
Carvings e; P/2:	2 150	180		- 1		
Case-hardening compounds P/24	65	75				
Casein	95	110			Ì	
Cash boxes P/22	100	120				
Cashew nuts P/22-B	95	110				
Casting powder P/24	85	100				
Catechu ', P/6	55	65				
Catgut , P/22	150	180	ĺ		ļ	
Caustic Coke P/24-c	130	150				

22

Articles	General ficat		ar	nima woondition oplicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Caustic potash, liquor p; d	55	65		ļ		
Caustic potash, solid P/24-c	85	100				
Caustic soda P/24-c	37.5	50				
Caustic soda, liquor p; d	37.5	50				
Celestite P/30	47.5	60				
Celluloid P/22	100	120				
Celluloid bangles P/22	85	100				
Celluloid ware, N. O. C P/22	100	120				
Cellulose acetate dope p; d	150	180				
Cellulose acetate flakes P/7-E	95	110			1	
Cement	10 P. B. C. C.	55				
Cement blocks, hollow P/20	60	70				
Includes— Blocks Coke breeze, hollow.	सद्यमे	व जयते				
Cement capitals P/20	130	150				
Cement castings P/20	130	150				
Cement clinker P/30	60	70				
	2/20 65	75				
Cement tiles P	2/20 65	75	;			
	P/5 47.5	60				
Chains, Iron or steel, N. O. C.	. 80	95				
Chairs, invalid, subject to a m nimum weight for charge of 4 maunds per package P.	/20f 110	130				
Chairs, push, children's subject to a minimum weight for charge of 1 maund per package P.	/20f . 110	130				

23
ANNEXURE XVI—contd.

Articles		General ficat		MI (a)	nima we conditio oplicable on-load	nš	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	<u> </u>
Chairs, push, children's collapsible, subject to a minimum weight for charge of 20 seers per package	P/20f	110	130				
Chakees, wooden	• •	80	95				
Chalk Includes— Calcium carbonate. Chalk, prepared or precipitated. Precipitated calcium carbonate. Whiting	P/5	30 (OR)	40 (OR)				R R rates will be 20% higher.
			65				
•	P/22	55	15 M. F.				
Chandeliers	e; P/22	130	30174	1			DD
Charcoal fuel	P/5	30 (OR					RR rates will be 20 % higher.
			व जयते			İ	-
Charges and refills for chemical fire extinguishers NOTE.—The conditions p; d attached to thought will not apply to "Charges and refills for non-acid chemical fire extinguishers" such as "Electrene" and "Fire Snow"	p;d	100	120				
Charka	••	55	65				
Charowlee	P/6	80	95				
Charpoys	• •	. 80	95				
Cheese	P/22	95	110				
Chemical manures—Division A As under— Ammonium Sulphate nitrate. Diammophos		47.5	60				

Articles		al Classi- ation	ap	nima woonditio plicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Chemical manures—Division B. As under— Ammonium phosphate. Calcium ammonium nitrate P/6 Calcium Sulphate or Sulphate of lime P/6	. 35	45				
Cyanamide . P/24c Ephos phosphate . P/6 Ground phosphate . P/6 Kianite . P/6 Keiserite . P/6 Lime nitrogen . P/6 Manure mixture . P/6 Mineral Phosphate . P/6 Muriate of potash (Potassium Chloride) Nitrate of ammonia . d Nitrate of soda . d Nitrolim . P/6 Phosphate Nodules . P/6 Phosphate Nodules . P/6			3			
Radiophos P/6 Stearmeal (Black label) Sulphate of ammonia P/6 Sulphate of Potash . P/6 Suber phosphate . P/6 Sylvinite P/6	सन्य <b>म्</b>	्रा( <u>१)</u> व जयते	-			
Chemicals, photographic P/22	150	180				
hemicals (not explosive), P/24c N. G. C	130	150				
hests, ice, packed P/20f	100	120				
nests, ice, unpacked	110	130				
hests, iron or steel P/20f	100	120				
hicory P/6 Includes— Chicory powder P/22	80	95				
nillies P/6 Includes— Chi lies seeds. Green chillies.	75	90				
nilworth smokeless powder No. 2 p;d	180					

25

Articles		Genera fica	ap	nima we onditio plicable on-load	ns	Remarks	
		Wagon- loads	gon- ads Smalls		M. G.		N. G.
Chimneys, mica-tin	P/22	100	120				
China or pottery broken	p; P/5	47.5	60				
Chinaware	e ; P/22	150	180				
Chinese lanterns	P/22	100	120	-			
Chlorate of barium	p;d	150	180				
Chlorate of potash	p;d	150	180		- 1		
Chlorate of soda	p;d	150	180	I	i		
	p;d 🖨	60	70				
	P/24c	60	70				
n	p;d	150	180			j	
hloride or muriate of	đ	60	70				
zinc Thlorinators 1	P/20	80	95		ĺ		
N	; P/24c	130	150				
hrome alum I	P/22	65	75	İ			
hrome ore I	2/30	40	52.5		j		
Churns, wooden P	2/5	80	95				
ider in bottles or in jars, packed in cases or hampers	2/24	65	75				
ider not in bottles or in iars P	/24	60	70				
igarette paper	P/22	120	140				
igarettes	P/23A	120	140	1			
igais, country	P/23	120	140				
gars, imported	P/23	130	150	l			
nchona	P/6	80	95				
nema, Circus and Thea- trical equipage excluding cinematograph operating apparatus and cinemato- graph films	P/20f	120	140				

26
ANNEXURE XVI---contd.

Articles		General ficati		ar	nima we condition oplicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Cinematograph films, in- flammable (nitrocellulose base) e;	d	150	180				
Cinemategraph films [non- inflammable or slow burn- ing (acetyl cellulose base)] P/ e; S/2		150	180			1	
Clay, N. O. C p; P/	30	32.5	42.5				
* :	30	30 (OR)	40 (OR)				RR rates will be 20% higher.
Clay figures P/	20	95	110	3		İ	
Clay grates P	/20	55	65				
	22	95	110				
absortent	<b>P</b> /5	47.5	60				
Cleansing and washing fluids, inflammable p	; đ	150	180	) <u> </u>			
Cleansing and washing fluids, acid p	; d	150	180			}	
Cleansing and washing fluids, alkaline	; d	150	180				
Clocks e; F	P/23	150	180				
cuttifigs	P/5 ; S/8	60	70				
Cloth cuttings (old) N.O.C., such as tailors' cuttings and hosiery cuttings I	P/5 ; S/8	60	7	0	į		
Clubs, Indian, wooden	P/2	:   80	9	5			
Coal Inch des— Coal shale Coke	••		••		-	-	
Pi tent fuel		l I	: 	i			i

Articles		General ficat		c ap	nima wo onditio oplicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Coal gas, compressed	p;d	150	180				
Cocoa	P/22	100	120				
Cocoanut, desiccated, in tins or in cases	P/22	100	120				
Cocoanut, desiccated N. O. C	P/22	60	70		•		
Cocoanut husks	P/30	47.5	60		ļ		
Cocoanut, cocoanut kernels	P/6	60	70			ļ	
Cocoanut shells	P/5	47.5	60	3		1	
Cocogem	P/16	95	110	1			
Cocotine	P/16	80	95				
Coffee	P/6	95	110				
Coffins	P/20f	100	120	j			
Coir	P/1	55	65	Ì			
Cold starters	d	100	120			İ	
Collodion	p;d	150	180				
Coloured cement Includes— White cement	P/6; P/6Å	42.5	55				
Division A As under— Abbir Alta Annattoo	P/24	95	110		•		
Artists' colours in pans and tubes Blue Bronze powder Carmine Cheep Chrome colour Cinnabar Cochineal							
Crimson Dry colours for aerated waters, confectionery cordials, spirits syrups, etc.	•						

Articles		General ficat		ap	nima we ondition plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	М. G.	N. G.	
Gandh Hurra (myrobalan) powder Linole ite driers Litharge Lithopone Lodh Madder Manjest Napth-nate Driers Ochre, N. O. C. Oxide of iron N. O. C. Pischoo flowers Red lead Safflower Sulphate of barium F. Sulphate of copper L. Umber White lead Zinc, white or oxide of zinc	P/24 P/24 P/24 P/24 P/24 P/24 P/24 P/24	75	<b>90</b>				
Combs for carding machines	P/6	80	95				

Articles		l Classi- tion	ar	nima woonditio Oplicable On-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Combs, horn P/22	80	95	İ			
Combs, Ivory e; P/2	2 150	180				
Combs, N. O. C P/22	100	120				
Combs, wooden P/5	80	95				
Composition for preventing incrustation in boilers, liquid (not containing arsenic) p : d	0					
Composition for preventing incrustation in boilers, solid (not containing	55	65				
arsenic) P/24	60	70				
Composition pots (i.e., pots manufactured from saw-dust and other ingre-	7/7	M.F.				
dients) P/20	55	65				
Compressed Argon p; d	150	180				
Compressed methane or natural gas p; d	150	180				
Compressed Nitrogen p; d	150	180				
Concentrated Ethyl fluid (Solution of Lead Tetra Ethyl in Ethylene Dib-						
romide) p; d	150	180				
Condiments P/22	100	120				
Confectionery	120	140				
ontainers made from tin plate and black plate P/22	85	100				

Articles			General ( ficati	co:	ma we nditior licable n-load	to	Remarks	
			Wagon- loads	Smalls	B. G.	и. G.	N. G.	
ontainers, tinned unassen bled parts of Includes— Printed tinned sheets f making empty case or containers. Stampings. Tinned discs.	or	P/1	80	95				·
opperas green (Sulphat iron)	••	P/7A	47.5	60				
Copper coated iron or wire	steel 	P/22	80	95	B	i		
Copper coin, defaced	••	P/22	85	100				
Copper foil	••	P/22	110	130				
Copper ingots and slabs	••	• •	70	85				
Copper ore	••	P/30	55	65			Ì	
Copper scrap	••	<b>P/7</b>	65	75	3		•	
Copper sheets or rods Includes— Copper bars. Copper circles.	••	P/1	सन्यम	<b>90</b>   जयन				
Copperware  As under—  Copper jingles  Copper pipes  Copper tubes  Copperware, N. O.  Copper wire, N. O.	  c c	P/22 P/22 P/22 P/22 P/22 P/1	95	110				
Coral		e ; P/2	2 130	i				
Cord ··	••	P/22	80	9	5			
Cordeau bickford	••	p; d	1	i	}	!		
Cordie	••	p; ¢		İ				
Cordie M. D		p;	1	i	:		1	!
Cordtex		p;	į.	- 1	i			· •
Corks	••	P/6	80		)5			
Cork sheets		P/22	:   80	) i 🦠	95	1	i	i

Articles		Classi- tion	ap	nima we onditio plicable on-load	ns to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Corn flour in tins or packets. P/22	100	120				
Corn steep liquor P/24	60	70				•
Cotton linters (the fuzz removed from cotton seeds) P/5	55	65				
Cotton listing P/5	95	110				
Cotton mill sweepings P/5, S/1:	8 65	75				
Cotton (raw) full-pressed . P/21, Includes— S/1: Simul cotton, Staple fibre (artificial cotton).	5 95	110				
Cotton (raw) half-pressed P/21, Includes— S/13 Simul cotton. Staple fibre (artificial cotton).	120	140				
Cotton (raw) loose P/5, Includes— S/15 Simul cotton. Staple fibre (artificial cotton).	150	180				
Cotton rope P/2 Includes— Cotton banding, N. O. C.	95	110				
Cotton string or twine P/22	95	110				
Cotton tape P/22	95	110				
Cotton wadding P/5	100	120				
Cotton waste P/5 Includes— Cotton waste, hard S/16 Cotton waste, soft S/17	95	110		The state of the s		
Cotton with seed P/5 Includes— Simul cotton.	95	110				

Articles		General ficati		e ar	nima we conditio oplicable on-load	ns to	Remarks
	Wagon- loads	Smalls	B. G.	м. G.	N. G.		
Cowries	P/5	80	95				
Cows' hair	P/5	100	120				
C. P. Methanol	p;d	150	180			Ì	
Creosote	P/24c	60	70	  -  -  -			
Cricket kit and accessories.	P/22	95	110		Ì		
Crucibles or cupels, cement, earthenware or magnesite	P/20	80	95				
Crucibles, or cupels, N.O.C.	. P/20	100	120				
Crucibles, graphite (Plumbago) broken and unserviceable	200	. 55	65				
Cryolite	. P/7	60	70				
Cubebs	P/22	100	120				
Culms		47.5	60		1		
Curds	. P/15	75 (OR)					RR rates will be 20% higher.
Curtairs	. P/25	100	120				
Cutlery	. P/22	100	120	}	İ		1
Cuttle fish	. P/5	80	95				
As under— Cyanide of coppe solid. Cyanide or lime or cyanogas. Cyanide of potassium solid. Cyanide of sodium solid. Cyanide of sodium solid. Cyanide of zinc, solid.	,, ,, ,, ,, ,, ,, ,, ,, ,,	130	150	· Carlotte C			
	d						

Articles			l Classi- tion	ap	nima woonditio	Remarks	
	Wagon- loads	Smalls	B. G.	M. G.	N. G.		
Cyanides, in air-tight tins, packed in boxes As under— Cyanide of copper, solid.	p;d	130	150				
Cyanide of lime or cyanogas. Cyanide of potassium, solid. Cyanide of sodium,							
solid. Cyanide of zinc, solid. Cyanide of copper and zinc (brass salts) solid	4	2	12				
Cyanides, in hermetically	6		17.5	li .			
sealed jars or bottles, packed in boxes As under— Cyanide of copper, solid. Cyanide of lime or	p;d	150	180				
cyanogas. Cyanide of potassium, solid. Cyanide of sodium, solid. Cyanide of sodium, solid. Cyanide of zinc, solid.							
Cyanide of copper and zinc (brass salts), solid.		सद्यम	नयत				
Cyanite or Kyanite Includes— Andalusite.	P/30	45	57.5				
CyanasorbAbsorbed Hydrocyanic Acid	p; d ;	150	180				
Cycle lorry, subject to a minimum weight for charge of 4 mds. each	P/20f	130					
Cycle tonga subject to a minimum weight for charge of 4 rnds. cach	P/20f	130	••				
Cycle trailing cars, subject to a minimum weight for charge of 4 mds. each	P/20f	130	••		-		
Cycle trailing vans, subject to a minimum weight for charge of 4 mds. each	P/20f	130	• .		i !		
	, , , , , , , , , , , , , , , , , , ,		i Nagazza va va va va va va va va va va va va va	<del></del>			

Articles		General Classification		Minima weight conditions applicable to wagon-load rates			
	Wagon- loads	Smalls	B. G. M. G.	N. G.			
Cyclotrimethylene—Trinitramine, thoroughly purified p; d	180	••					
Dairy appliances and machines, N. O. C P/20f Includes— Bottle filling and capping. Bottle washing.	55	65					
Butter drying. Butter workers. Churning. Cream separating. Milk testing. Milking. Presses, cheese. Sterilizing.							
Dammer P/24	55	65	i l				
Dandies, subject to a minimum weight for charge of 1 md. each P/20f	80	95					
Dates P/10	65	<b>7</b> 5					
Date Seed powder P/22	80	95					
Detonating fuze p; d	180	वालव					
Detonating Relays p; d	180				1		
Detonators p; d	180						
Dharries P/18	80	95			į		
Dhonnai p; P/1	55	65		İ			
Dhoolies, subject to a minimum weight for charge of 13½. nds each P/20f	95						
Dhoop-roots P/5	. 80	95					
Dichlor-diflourmethane p; d	150	. 180					
Di-nitro-phenol, commercially pure p; d	130						
Discarded Healds, old and unserviceable, N. O. C P/1	55	65					
Disinfectant liquids, N. O. C. in bottles, packed in cases. P/22	100	120		· .			

35

Articles			l Classi- tion	ap	nima wo onditio oplicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Disinfectant liquids, N. O. C. in drums or tins	P/24	55	65				
Disinfectant powder	P/24	55	65		<u> </u>		
Dobby harness	P/22	85	100				
Domnuts	P/5	55	65				•
Door frames, glazed	P/20	100	120				
Doors, worden	••	55	65				•
Drapery N. O. C	P/22	130	150	9.			
Drawing boards, wooden, draughtsman's	P/20f	100	120	P			
Drawings	e ; P/22	150	180				
Drugs, crude or raw As under— Aboober. Ajwan flowers. Akulkara. Atees.	P/6	80	95	<b>)</b>			
Baboona flower. Baibarang. Baidana. Bijbun seed. Black salt. Burmic. Butch.		सन्धम	व जयते				
Chalmoogra seeds. Chiretta. Chobchinee. Croton seed.					,	,	
Ephedra herb. Esufgool seed, husks and powder.							
Ginger, dried. Googul.							
Harital. Herbs, medicinal. Kahu seed. Kaiphul nut. Kakursinghee. Kapurkachri. Khaksee seed. Khurasani ajwan. Kounch seeds.		·	•		•		

Articles		General ficat	ap	nima wo onditio plicable on-load	Remarks		
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Drugs, crude or raw —concid.							
Kurroo roots or wood. Leaves mandhar for medicinal purposes. Leaves medicinal. Liquorice root. Malunga seed. Murtharsingh. Narkachoor. Nux-vomica, unprepared. Peeplee. Peeplee root. Poppy heads. Rocmi Mustki. Salum misree. Sanamokhi.							
Drugs, crude or raw, N. O. C	<b>P</b> /6	80	95		! !		
Drugs, manufactured,	P/22	130	150				
Drugs, narcotic Includes— Bhang. Churras. Ganja. Majum. (See General Rule 49)	e; P/23	150	180				
Drums beating, country, wooden or iron	••	80	95				
Dumb-bells	P/22	80	95		•		
Duplicating machines	P/22	60	70	•	:		
Dye roors	P/5	80	95	1	i !		
Dye wood Includes— Logwood.	P/5	80	95	:			
Dynobel No. 2	p;d	180					
Earthenware N.O.C	P/20	65	75				
Earth oil	P/24c	55	65				
•							

Articles	General ficat		an	nima we condition oplicable on-load	Remarks	
	Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Earths N. O. C P/30	32.5	42.5	İ			
Ebony e; P/22	80	95				
E. C. sporting powder p; d	180	••				
Egg Powder, in tins P/22	100	120				
Eggs p; P/14	80	95		1		
Electrical appliances and fittings—Div. "A"	120	140				·
As under— Battery containers (if of						
Cells of all types con- taining acid or alka- line liquids or jelly p; d					Ì	
Electric appliances,	<b>CARRY</b>		1		1	
Flectric hulbs, e P/22	V/M U	W		Ì		
Electric fans and their	123	93 F				
Electric advertising	8.5	No.		1	ł	
signs and flashers (if of China or glass e) P/22	The Same	24.50		-	1	
Electric lamps (if of glass, c) . P/22	-	2000				
Electric meters P/22	सन्दरम	गणयन		- [	1	1
Electric torches P/22		1	1	ļ		i
Electrodes, carbon P/22 Electrodes, metal weld-	j		- [	-	1	1
ing $\cdots \frac{P/2Z}{2}$	1	1	- 1	- }		İ
Flectro-magnets P/22	Ì	1	Ì	- 1	-	1
Heating and cooking apparatus, electric P/22		Ì	Į.	İ	1	1
Hooks P/22			İ	1	1	ł
Instruments, electric . P/22 Lighting fittings, N.O.C. P/22				į	1	1
Neon Signs (if made of	-	1	ı		i	
articles listed in	1	1	1	1		1
Rule 37, e) P/22 Relays, electric P/22	į	1	- 1	j	1	1
Relays, Citation		Ì	ł	Ì		ł
Electrical appliances and	10	0 12	20	ì	- 1	
fittings—Div. "B"  As under—	1	1		- 1	1	\ .
Accessories for electri-	-	i	- 1	1	1	1
cal wiring, N. O. C.,		1	1	1	- 1	1
such as Bonding strips, Connectors,	- 1	1	Ì	1	- 1	į.
Ceiling roses, Junc-			1	- 1	1	1
tion boxes, Lamp holders, Link clips,		1	1	- 1	١	Ì
holders, Link clips,	1	1		1		
Strap clips and Tumbler switches P/22	- 1	1	1	1		1

Articles		General Classi- fication		nima w condition plicable on-load	Remarks	
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Electrical appliances and fittings—Div. "B"—concid.  Bus-bars, aluminium or copper P/22 Cadmium copper wire. P/20 Cadmium copper wire. P/20 Ccndu its or piping insulated P/20 Electric bells and their accessories P/22 Fuse units P/22 Insulating and jointing inaterials and compounds P/22 Insulators, such as cleats, tubes (if of China or glass, e) P/22 Regulators and rheostats P/22 Resistance strips or wires P/22 Wires, cords and cables unarmoured, insulated with rubber, cottonfabricor silk P/20 Wire, enamelled P/20 Wire, tinned copper, for binding P/20  Wire, tinned copper, for binding P/20		यन				•
As under—  Accessories for overhead transmission lines, iron or steel work, N. O. C. such as arcing horns, ball ard socket eyes, cross arm straps, lead tip pins and strain clamps P/22  Alternators P/22  Aluminium cable steel reinforced conductors (A. C. S. R.) P/20  Battery separators P/22  Boxes, metal, for cable jointing with fittings. Cables, armoured, oil-filled and paper insulated P/20	75	90				

Articles	General Classi- fication		an	nima we ondition oplicable on-load	ns to	Remarks	
	Wagon- loads	Smalls	B. G.	M. G.	N. G.		
lectrical appliances and fittings—Div. "C"— concld.							
Cells of all types not containing acid or alkaline liquids or jelly	一 中国	ी पी उन्हें व जयर					
Electrical appliances and fittings—Div. "D" P/2  As under— Wooden battens, blocks, casing and capping.	6	5 7	5				
Electric boosters p; d	18	o					
Electric detonators p; d	18	0					
Electric fuses p; d	18						
Electric mercury arc recti- fier bulbs, e P/22	1:	50 1	80				

Articles		Ciassi- tion	ap	nima wo conditio oplicable on-load	ns to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Electric primers p; d	180					
Electro chlorine p; d	110	130	ļ			
Electrode paste P/24	100	120				
Electrolicrs (if of glass, e) P/22	130	150			1	
Electrolyte, solid P/24	130	150				
Electro-medical apparatus (if of glass, e) P/22	150	180				
Electroplated ware P/22	150	180				
Embroidery P/22	130	150				
Emery powder P/22	80	95				
Emery stone, in lumps P/22	55	65		ĺ		•
Empire powder p; d	180					
Empties	60	70	-			
As under— Barrels, iron or steel. P/3c Boxes, common,						
wooden Cans, used and old P/3c Cases for packing	1000			i		
Casks P/3c Cones, cores, spools or tubes, paper or card-	सत्यमेव	जयत				
empty P/22 Coopahs P/1						
Crates N.O.C. Crocks			:			
Drums P/3c Dubbers P/22 Empty baskets, used						
and old P/1 Jars, used and old P/20 Returned empty steel			!			
or tin trunks S/21 Tins, used and old p; P/1; P/3c		j		1		
Enamelled ware N. O. C. P/22	95	110	<u>:</u>	į		
inamels, ritrocellulose p; d	150	180	:		:	
ingraving: e;P/22	150	180	į	Ì	i	
ssences P/22	150	180			ļ	
ther p; d	130	150	i			

Articles		General ficat		e ap	nima wo onditio plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Ether Aneasthetic	p;d	130	150				
Ether butyric	p;d	150	180				
Ether formic	p;d.	150	180				İ
Ether (sulphuric)	p;d	130	150				
Ethyl acetate (Acetic ether)	p;d	150	180				
Ethyl chloride	p;d	150	180				
Ethylene	`p ; d	150	180				
Ethylene Glycol	P/24	80	95				
Exercise Books	P/22	70	85	9			
Exhibits or specimens for the bonafide use in museums Includes— Botanical specimens Geological specimens Natural history specimens.	P/22; S/7	55	65				
Exhibits or specimens when not for use in museums	P/22	100	120				
Explosives 598	p;d	180	al saled at				
Fans made of matting, leaves or canvas Includes Pull punkhas.	P/1	65	75				
Fans, N. O. C	P/22	100	120				
Fats, animal As under— Dripping. Lard	P/24	80	95				
Feathers (See General Rule 49).	P/22	150	180				
Feathers, fish	P/5	60	70				
Felt	P/22	100	120	! :			
Ferro-manganese	P/30	60	70	: {	:		
Ferro-phosphorus	P/30	60	70	:	1		

Articles		General ficat	Classi- tion	ap	nima w condition oplicable on-load	ons e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Ferro-silicon 15% and above	p;d	. 100	120				
Ferro-silicon less than 15%	p;d	150	180				
Ferro-vanadium	P/30	110	130				
Fibre products, vulcanised.	P/22	95	110				
Fibres, machine-pressed, hand o power. As under—	••	85	100				
Aloe Anona. Flax. Hemp. Permint weed. Pine-wool. Plantain. Rhea. Tow. Vegetable, N. O. C.	.(						
Fibres unpressed  As under— Aloe. Anona. Flax Hemp. Permint weed. Pine-wool. Plantain. Rhee. Tow. Vegetable, N. O. C.	P/2	95	<b>110</b> । जयने				
Fibrous materials for paper making, unpressed	<b>P</b> /1	65	75				
Fibrous materials, pressed, N. O. C	P/1	60	70				
Files, Iron or Steel	P/22	80	95				
Filled shells not containing their own means of igni- tion and closed by a sub- stantia' metal plug	p ; d	180	••				
Fillets	P/22	85	100				
Films, photographic	P/22	150	180		1		
Filters, earthenware	P/20	80	95		3		

43

Articles		General ficat		ar	nima we conditio oplicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	  -  -
Fire-arms (See General Rule 49).	P/23	130	150				
Fire-clay Includes— Ground ganister. Ground silica.	P/30	30 (OR)	40 (OR)				RR rates will be 20% higher.
Fire extinguishers, N. O. C.	P/20f	100	120			İ	
Fire-lighters	P/22	60	70	)			
Fireplaces Includes— Fireplace fronts.	P/19	80	95	2			
Fire proofing solution (non-poisonous)	P/24	130	150	P			
Firewood	P/30; S/11	30 (OR)	40 (OR)				RR rates will be 20% higher.
Fireworks	p;d	180	177				
Firework compositions	p;d	180					
Fish, dried or salted Includes— Salted fish eggs.	P/10 ; S/6	60	<b>7</b> 0 । जयन				
Fish fins	P/10	55	65		į		
Fish, fresh	p; P/8	75 (OR)	90 (OR				RR rates will be 20% higher.
Fish in tins, imported	P/22	100	120				
Fish in tins, indigenous	P/22	85	100				
Fishing rods or tackle	P/22	130	150				
Fish meal	P/10	65	75				
Fish, smoked	P/10; S/6	60	70	,	.		
Fish spawn	p	75 (OR					RR rates will b 20% higher.
Flags	. P/22	85	100		1		
Flares, landing wing tip .	. p;d	180				<u> </u>	
Flares, reconnaissance .	. p;d	180					

Articles		General fica		ap	nima we onditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Flasks, vacuum (if partly of Glass, e)		130	150				
Floodlights and search- lights (if with glass re- flectors, e)	,	130	150				
	-						
Flooring patent Includes— Flooring composition.	P/24	60	70				
Flour As under— Attah. Gram flour. Maida. Self-raising flour. Soojee.	P/6	37.5	50				
Flour Mills refractions Includes— Cockle seed. Mill sweepings.	P/5	47.5	60	; ; ;			
		Barra Maria			İ	1	
Fluorspar, florite or fluorspar	P/30	47.5	60			Ì	
Fly paper	P/22	65	75		.		
Fog signals, railway	p;d	180			}		
Foods for live-stock, N. O. C	P/5	47.5	60				
Foods, N. O. C., including patent foods prepared from cereals and/or milk.	P/22	100	120				
Formaldehyde	P/26c	130	150	j		ļ	
Frames for Indian drums, wooden		80	95				
Frames for piles, iron or steel		80	95				
French polish	p;d	80	95				
Friction tubes	p;d	180					
Fruit juices For syrups, country	P/24	80	95	, ,			

Articles	Articles		l Classi- tion	ap	nima w conditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	3. G.	м. G.	N. G.	
Fruit juices or syrups, imported	P/24	100	120				
Fruit preserves, country	P/24	80	95				
Fruit preserves, imported	P/24	100	120				
Fruits, dried	P/7	95	110				
Fruits, fresh, N. O. C	p; P/14	42.5 (OR)	55 (OR)				RR rates will be 20% higher.
Fuller's earth	P/6	60	70				
Fulminate of mercury	p;d 👸	180		)			
Furniture, collapsed folded or unassembled N. O. C.	P/20f	80	95				
Furniture, iron or steel	P/20f	80	95				
Furniture N. O. C Includes— Boxes, wooden,	P/20f	120	140			1 m	
ornamental.	1				!		
Furs	e; P/22	150	180				
Fusel oil	p;d	150	180	į			
Fuze lighters	p;d	180	••	į			
Fuzes, safety, igniters	p;d	180					
Fuzes for shells	p;d	180			i		
Fuzes, safety, for blasting	p;d	180		l I			
Galvanic batteries	P/22	130	150		į		
Game	p; P/8	80 !	95	į		İ	
Garlic	P/6	95	110	i		}	
Garnet sand	P/6	55	65				
Gas appliances and fittings, N. O. C.	P/22	80	95	: :		!	
Gas Carbon	P/30	60	70				
Gelatine	P/22	100	120	!	į		
Gelatine 80% strength	p;đ	180		:	1	1	
Gelatine Dynamite	p;d	180		į			

46

Articles	Articles		Classi- ion	l c	nima wo onditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	м. с.	N. G.	
Gelignite	p;d	180	••				
Gelignite, 62% N. G	p;d	180	••				
Generators, lachrymatory	p;d	180	••				
Geobel	p;d	180	••		]		
Geobel No. 2	p;d	180	••				ļ
Geobel No. 3	p;d	180	••				
Geophex	p;d	180	155				
Ghee	P/24; S/2	95	110	>			
Ghooting	P/30	32.5	42.5		1		]
Ginger, green	<b>P</b> /6	80	95				į
Ginger, preserved	P/22	100	120				
Glass, broken	p; P/5	47.5	60			ĺ	
Glass carboys, returned empty	e ; P/20	47.5	60				
Glass, crushed or powdered	P/22	85	JU100				
Glassgow Dynamite	đ	180				-	
Glass silk or wool	P/22	130	150				
Glass substitutes	P/22	100	120				
Glassware Div. 'A' As under— Glass, N. O. C. Mirrors, N. O. C. Stained glass Triplex glass	e; P/22	150	180				
Glassware Div. 'B' As under— Glass sheets (plate or sheet of thickness 3/16" and above silvered or unsilvered)	e; P/22	95	110				
Glassware Division 'C' As ur der— Electric bulb, unassembled parts Glass carboys, empty	P/20 P/20	65	75				

47
ANNEXURE XVI—contd.

Articles	General ficat		conc	na weight ditions cable to load rates	Remarks	
	Wagon- loads	Smalls	B. G. M	I. G. N. G.		
Glassware, Division 'C'—concld. Glass chimneys and globes other than lamp shades P/9 Glass figure or flowers in sheets P/20 Glass inkpots P/9 Glass sheets (plate or sheet) of thickness below 3/16' silvered or unsilvered P/20 Glass rods, shells and tubes P/20 Glass tiles P/20 Glass tiles P/20 Glass tiles P/20 Glassware pressed including-dishes, jars and tumblers P/9 Mirrors, tin, wooden or celluloid framed, not exceeding 14 ins. in length or 10 ins. in breadth P/22 Ribbed glass P/22 Gloves, N. O. C P/22 Glucose N. O. C P/24 Glucose powder P/22 Glucose powder P/24 Glycerine crude P/24 Glycerine, other than crude. P/24 Glycerine, other than crude. P/24 Goats' hair—articles made of—such as bags, beltings, strings, ropes, carpets or rugs and putties P/21 Goats' hair, full-pressed P/21 Goats' hair, half-pressed P/21; S/15 Goats' hair, loose P/21; S/15 Goats' hair, loose P/25 Go-carts, subject to a minimum weight for charge of 20 seers per package P/20 Godden drink powder P/22 Golden drink powder P/22	10 13 12	75 120 95 10 95 10 9 10 9 10 12 10 15	5 0 0 5 5 0 0 0 0 0 0 0 0 5 5		*P/24 will apply for " Glue liquid."	

: Articles			General Classi- fication		ap	nima w conditico plicabl on-load	Remarks		
		***************************************		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Golden syrup i in tins	n bottle	or	P/22	100	120		   	<u> </u> -	
Golf kit	••		P/22	130	150				
Goodak	••	••	P/5	80	95				
Goolkhand	••	• •	P/24	95	110				
Gooroochand	••	••	e ; P/22	150	180				
Grain and puls As under	es	••	P/6	32.5	42.5	İ			Note.—This
Akri seeds Bajree. Black gram Cheena Chowlee se Dhall Gram	1		É						classification does not app to proprieta varieties of Grain and pulses, e. g. Ouaker oats
Gram, parc Horse gram Indian corn Jowari Khesari. Milo (Mille Moong. Mussoor.				May de la constant de					packed in tins of bottles, which are chargeab as Foods, N. O. C. &c.
Mutt. Oor.d. Raggi Rice Rice, beaten Rice, pound. Toor. Wheat.									
Barky, pearl Beans, N. O. Beans, parch Chuni (i.e. m broken pie and husks or pulses.)	ed. lixture of ces. power	f ler							
Cow-pea, dry Kara-mony. Oats. Paddy. Peas. Rajgera. Sago, commo Tapioca globi	n.								

Articles	Genera fica	l Classi- tion	ar	nima w conditio plicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
and pulses, N. O. C. P/6	55	65		<u>'</u>		
2. Adiones P/22	150	180	j I	i		
mophone compo- in parts of,	;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;					
emophone needles or pins P/22	100	120				
phone records, P/5	55	65				
. P/30	70	85		į	1	
dry, N. O. C.	42.5	55	2			
to the desi-	(2.88)	33	13	}		
37 (054 P/S	400		S.C.	1		
P/I	688		19	i		
Hay P/1	190		7	1		
tably P/i	0.4			ł	J	
**************************************	1.4	13 84 10		- 1		
P/i	dist	23. EM	29	- 1	l l	
· · · · · · · · · · · · · · · · · · ·	#EX.		35)			
edes and rates for	135	18851	18	- 1	- 1	
* lorage booked	4	200	Ser.			
periods of fodder	777	गोत रा	3	- 1		
See Chapter III).	~ 사이	শেল প্ৰক			- 1	
P/1	42.5	55				
<b>P/24</b>	70	85			ļ	
a' froleum jelly.		- 1				
i hand-filled p; d	180				ſ	
, hand-filled (with-	1 1				1	
fonutors) p; d	180			- 1	l	
hund Can and		· · ·			i	
hand, for extin-	120	160			ł	
	130	150		i	ĺ	
nest, hand or rifle						
· p;d	180					
ados, rifle filled p; d	180				j	
in p, u	1 !					
	65	75				
<b>P/22</b>	80	95				
rade, a. Folicitones,		1		İ	İ	
Victstones.	1	ı		- 1		

Articles	General ficat		ar	nima w onditic oplicabl on-loac	ons e to	Remarks
	Wagon- loads	Smalls	B. G.	м. с	N. G.	
Groceries, N. O. C P/22	95	110				·
Ground-nuts with shells P/5	75	90				
Gum, crude P/6 Includes— Kudru.	60	70				
Gum, manufactured P/22	2 80	95			1	
Gun cotton p;	1 180					
Gun-metal ingots, sheets	70	85				
· or slabs.	CONTES					}
Gun-metal scrap P/7	65	75	3			
Gun-metal ware P/22	2 95	110	Ĭ			
Gunnies P/6 Includes— Ciunny bags. Hessian cloth. Hessian canvas (plain and uncoloured). Jute twine.	85	100				
Gunny waste and cuttings, N. O. C P/1	55	न नयहे				
Gunpowder p;	d 180	·		İ		
Gunrowder, schultze p;	d 180					
Guns P/2 (See Genl. Rule 49)	130	150 	)			
Guts, salted P/2	24c 80	9:	5			
Guttapercha P/2	22   100	120	P			
Gymnastic apparatus P/2	22 95	110	0			
Gypsum P/3	32.5	42.	5			
Haberdashery (miscellaneous small wares) P/2 In:ludes— . Boot and shoe accessories S/2		12	0			
Hair, horse P/	22 100	0 12	0			
Hair, human P/	5 130	0 15	0			

Articles		l Classi- tion	ar	nima woondition oplicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Hair oils and hair dressing preparations P/24 Includes— Cocoanut oil, refined or perfumed, in bottles. Jessamine oil Pomades.	95	110				
Ham P/8	100	120				
Hand blowers P/22	60	70				
Hand mills P/20f	95	110				
Hand trucks P/19	95	110	23			
Hardware, N. O. C P/22 Includes— Suit case clips.	110	130				
Harness and saddlery P/22	100	120	ł	•		
Hats P/22	110	130	the same			
Healds and reeds for looms. P/22	85	100				
Helmets P/22	130	150	ते			
Hide fleshings, scrapings and trimmings P/30	40	52.5				
Hides, skins or pelts, common, dry P/1; As under—	70	85			•	
Hides, skins, or pelts, common wet P/5; As under— S/4 Camel. Cattle. Goat. Horse. Pig. Sheep.	70	85				

Articles	Articles		General Classi- fication		ondit plical	weight ions ble to ad rates	Remarks
		Wagon- loads	Smalls	B. G.	м. С	3. N. G.	
	* P/22 ; S/4	100	120				* P/5 will apply for "Hides skins or pelts fine wet".
Honey, imported	P/24	100	120				
Honey indigenous	P/24	85	100	3		'	
Hookahs, common, country	P/5	55	65				
Hookahs, N. O. C	P/22	100	120				
	P/22	100	120				
	P/5	95	110				
Hose, N. O. C	P/22	100	120				
Hosiery, silk	e; P/22	150	180				
Household 'effects of all kinds, bona fide, not for sale	P/20f, S/9	120	140				
Howdahs, subject to a mini num weight for charge of 13½ maunds each	P/20f	130					
Husks of grain, pulses, common seeds, oil seeds, N. O. C. and seeds, N. O. C	P/5	32.5	42.5	;			
Hydraulic brake fluid	p;d	80	95	:			
Hydrochloric salt	P/24c	55	65	;			
Hydrogenated oils	P/16	95	110				
Hydrogen gas, compressed.	p;d	150	180	•		İ	
•	p;d	150	180	)			

Articles				l Classi- tion	ap	nima wo conditio plicable on-load	ns e to	Remarks
			Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Hydrogen peroxide solut exceeding 40 volur strength	ion mes	p;d	150	180				
Hydrogen peroxide solution of strength 40 volume and under	ion mes	P/29c	1 <b>0</b> 0	120				
Hydrosulphate or hyd sulphite of soda	lro-	p;d	80	95				
Hyposulphite of soda	• •	P/7	55	65				
Ice	••	p; P/12c	45 (OR)	57.5 (OR)	3			RR rates will be 20% higher.
Idols, stone	••	P/20	95	110	,			
Implements for games	••	P/22	95	110				
Improved ballistite		p;d	180	W.J				
Incandescent mantles			de la	All L				
gas and high pow lamps, etc	ver	P/22	100	120	}-			
Incense		P/22	100	120				
Incubators	••	P/22	80	95				
Indigo	••	P/22	80	95			İ	
Indigo dust	••	P/22	<b>5</b> 5	65				
Indigo seeds	••	P/22	55	65				
Indigo sweepings	••	P/22	55	65	Ì			
Industrial alcohol, dentured As under— Denatured mhowa spirit. Denatured spirit, ordinary. Denatured spirit, special. Methylated spirit.		p ; d	95	110				
Infusorial earth diatomite	or	P/30	47.5	60				
Inhibitor	••	P/24c	130	150				
Ink	••	P/24	80	95		j		

Articles	<b>A</b> rticles		General Classi- fication		nima we ondition plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Insecticides (fluid) inflammable having a flashing point below 76° Fahr	d	55	65				
Insecticides (fluid) inflammable, having a flashing point at or above 76° Fahr. but below 200° Fahr.	đ	55	65				
Insecticides (fluid) inflarmable, non-dangerous, having a flashing point at or above 200° Fahr	P/24	55	65				
Insecticides, N. O. C	P/24	55	65				
Instartaneous fuze	p;d	180		P			
Iron, nitrate of	p;d	150	180				İ
Iron or steel—Division 'A'.  As under— Anchors Anghities or iron choolas Anvils Eangles Eaters, cast Fell chairs Felt fasteners Helt lacing iron or steel Brackets Buckets Buckets Buckets Buckets Cables, chain Cables, wire Castings, N. O. C Chimneys Cisterns Columns, cast Door-bolts Door-mats Doors Dust bins Expanded metal Fencings Forges Gates Hammers Hangers Hangers Hangers Hinges Hooks	P/19 P/5 P/19 P/19 P/22 P/22 P/19 P/1 P/22 P/19 P/19 P/19 P/19	75	<b>9</b> 0 । जयत				

Articles	Genera fica	ap	nima w conditio oplicabl on-load	ns e to	Remarks	
	Wagon- loads	Smalls	B. G.	М. G.	N. G.	
Iron or steel—Division 'A' (Concld.) Horse shoes P/5 Hydrants P/19 Ladders P/19 Ladders P/19 Lamp posts P/19 Laundry iron P 19 Measures P/5 Mortars and pestles P/19 Nickeled steel bars P/1 Pad bolts P/8 Permanent way materials, N. O. C. P/19 Piles, screw P/19 Railings P/19 Railings P/19 Railings P/19 Ridgings P/19 Ridgings P/19 Rope, wire P/1 Screws P/22 Shoe tips Shutters P/22 Shoet ips Shutters P/8 Tanks P/19 Terminal boxes and other iron castings not fitted P/19 Tinned sheets P/1 Troughs P/19 Tyres P/19 Tyres P/19 Valves P/22 Vats P/19 Weights P/5 Well curbs P/19 Window frames P/19 Wine bins, wire P/1 Wire fencing P/1 Wire netting P/1 Wire netting P/1	स्यम	- एट-) । जयन				*P/22 will only apply when each spring is under one seer.
Iron or steel—Division ' B '   As under—		85				*P/31 will apply when in wagon loads and loaded in 4- wheeler open wagons.

Articles			Classi- tion	l c	nima woonditio	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Iron or steel—Division (Concld.).	,В,						
Corrugated sheets	P/1						
Cotters	P/6		1		l		
Crossings	P/19	ļ		1	1	l	
Crowbars	P/1	1	}	1	ł	i	
Fabricated structu		ļ	-	1	ļ	i	
steelwork N. O.				İ	į.		1
Fire-bars	P/1	i		!	l	[	
Flat iron	P/1 P/1		Ì		i	1	
Gibs Girders	P/1 P/19				1		i ' .
Gutters	P/19		225		1	1	1
Hoops	P/19	- Fa	31 ~		1	l	
Hoop iron	P/19	SINE	8/15/		1	1	į
Joists	P/19, P/31*	CASSAS	2017	>	1		ĺ
Lastice tower parts	P/19					l	
Nails	P/6	SS1899	333999		Į	i	
Nuts	P/6	SPERIOR S	SSBOT		ł	l	,
Packing case seals	P/22	Abolita Sa	SE-16-62		1	1	
Pans	P/19	U /0.15	0.3/1		Į		
Picks	P/1 P/19f	1.40 %	FW3		l		
Pipes	70/10	10 Bill	1997 F			1	
Plates Pole caps	D/6	100	September 1			İ	
Poles	∴P/19, P/31*	10 THE	SHAYET		i	ł	
Pots	P/19	is ments	22 m			i	
Rails	P/19	-				Į.	
Rivets, iron or ga	ılva-	सन्धमे	र जगने		i	l	
nized	P/6	41-4-4	4 41421		l		
Rods	P/19, P/31*					ł	
Shafts	P/19				ļ	ļ	
Sheets	P/19	İ				Ì	
Shovels	P/1						
Sleepers	P/19						
Spades	P/I P/19						
Squares Stay rods	P/19, P/31*					1	
Steel sheet pilings	P/19	1				I	
Tacks	P/6					1	l
Ties	P/19, P/31*					1	
Tubings	P/19				Ì		*P/31 will apply
Washers	P/6					1	when in wagor
Wreels	P/19					l	l loads and
Wheels for wells	P/19				Ī		loaded in 4
Wire	P/1				1		wheeler open
Iron or steel Division ' As under— Billets Blooms	c'	65	75				wagons.
Iron or steel dust	P/5	32.5	42.5				
Iron or steel scrap	P/5, S/19	40	52.5		·		
TAIL OI MAN DATED	10, 0,110	· • • • • • • • • • • • • • • • • • • •	-2.5		1		
		<del></del>					

Articles				Classi- tion	Minima weight conditions applicable to wagon-load rates			Remarks
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Iron, pig	••	P/5	40	52.5				
Isinglass	••	P/22	100	120				
Isoamyl acetate	••	p;d	110	130				
Isopropyl alcohol	••	p;d	150	180				
Itr	••	e ; P/22	150	180				
Ivory	••	e ; P/22	150	180				
Jacquard cards	••	P/22	85	100				
Jagree Includes— Rab Shukkur (ground powdered iag	or	P/4c; S/13 P/24	45	57.5	3			
not sugar)  Jam, country  As under—  Jams  Jellies  Marmalade	ree, 	P/6 P/24	80	95				
Jam, imported As under— Jams, Jellies, Marmalade,	••	· P/24	100	120 व जयन	>			
Japannedware	••	P/22	100	120		•	ł	
Jeera seed, white	••	P/7	65	75		ľ	1	
Jhaoo stalks	••	P/1	47.5	60				
lingles, N. O. C.	••	P/22	80	95				
Joss, paper	••	P/22	150	180				
Jute full-pressed Includes— Jute sliver.	••	S/31	70	85				
Jute half-pressed Includes— Jute sliver.	••	S/31	85	100				
Inte manufactured, N. O. C. Includes— Blankets, Jute, Jute matting, Jute, yarn, Jute webbing.	••	P/21	95	110				

Articles		General ficat		Minima condit applical wagon-loa	ions ole to	Remarks
		Wagon- loads	Smalls	B. G. M. C	3. N. G.	
Jute, unpressed Includes— Jute sliver.	P/1	100	120			
	p; P/1	55	65			
Jute waste and cutting	zs, P/2	65	75			
	P/6	55	65			
	P/6	65	75			
_	P/6	65	75			
	P/6	55	65	9		
Karvees	P/6	55	65			·
Keora water	P/24	80	95			
Kernels, N. O. C.	P/6	95	110			
Keys for locks	P/22	80	95			
Kharad	P/7	55	65			
Khas tatties	P/1	85	100			
Khas water	P/24	80	95			
Khuskhus, pressed		55	65			<u> </u>
Khuskhus, unpressed	P/1	80	95			
Knife cleaning boards	P/22	80	95			
Kokam	P/24	100	120			
Kuthroots (kooth, kuth	or P/6	100	120			
Lac, crude or unrefined Includes— Dust lac. Gr in lac. La: refuse. Set d lac. Stick lac. Lacdye	P/6	65	75			
Lac, refined Includes— Button lac. Garnet lac. Shellac.	Р/6	95	110			

Articles		General ficat	Classi- tion	ap	nima we conditio oplicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	м. <b>G.</b>	N. G.	•
Lace, gold	e ; P/22	150	180				
Lace, N. O. C Includes— Cotton lace. Fringed lace. Insertions. Trimmings.	e ; P/22	130	150				
Lace, silver	e ; P/22	150	180				
Lacquered ware	P/20	130	150				
Lacquers, nitrocellulose	p;d	150	180				
Lametta	P/22	130	150	2.			
Lamp black	p;d	80	95	7			ŧ
Lamp burners	P/22	80	95				
Lamps, brass or tin (if with chimneys and/orglobes)	e ; P/22	80	95				
Lamps for motor vehicles, cycles, and carriages of all descriptions	P/22	130	150	·		!	
Lamp shades of all kinds (if of china, glass, marble, silk; e)	P/22	100	न जयते 120				
Lamps, glass	e ; P/22	130	150		•		
Lamps, N. O. C. (if with chimneys and/or globes; e) Includes— Incandescent lamps.	P/22	130	150				
Lanterns, brass or tin (if with chimneys and/or globes; e)	P/22	80	95			İ	
Lanterns, N. O. C. (if with chimneys and/or globes; e) Includes— Incandescent lanterns.	P/22	130	150				
Lathis wooden	P/1	70	85				
Lawn mowers	P/20f	60	70				
Lead for packing tea	P/17	65	75				

Articles		General ficat		ap	nima wo onditio plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Lead foil	. P/22	110	130				
Lead ingots or slabs (See General Rule 49)	••	65	75				
Lead ore	. P/30	60	70				
Lead oxide	p;d	100	120				
Lead, pig (See Guneral Rule 49)		65	75				
Lead scrap (See General Rule 49)	. P/7	65	75	3			
Lead sheets	,	70	85				
Lead sulphate	P/24c	70	85				
Leadware As under— Lead pipes. Lead shots or bullets (See General Rule 4 Lead tubes. Leadware, N. O. C. Lead wool or yarn.	P/22 	95 सन्दर्भ	110 व जयन	}			
Leather, artificial or imitation	P/22	100	120				
Leather ballies	. P/5	65	75				
Leather board	P/22	80	95				
Leather goods, N. O. C Includes—Gloves, leather.	P/22	120	140	•			
Leather, N. O. C.	P/22	120	140				
Leather parings	P/5	65	75				
Leather refuse (unservice able for use as leather Includes— Clippings. Scrapings. Shavings.	) P/5	40	52.5				

Articles	Articles		General Classi- fication		nima w onditio plicabl on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Leathers	P/22	120	140				·
Leather trimmings	P/5	65	75				
Leather washers	P/22	85	100				
Leaves, Indigo or Indigo leaves, powdered.	P/22	80	95				
Leaves, mendhee or mendhee leaves, powdered or mendhee flowers. Includes— Henna leaves.	P/22	80	95				•
Leaves, N. O. C. Includes— Bay leaves. Leaves, mandhar.	p; P/5	70	85				
Letter boxes, iron	P/20	100	120				
L. G. Gelatine	p;d	180	••				
Life-belts	P/22	100	120				
Life-buoys	P/20f	100	120				
Lightload smokeless	p;d	180	••				
Lime and lime-stone Includes— Calcite Dolomite. Lime-shells, Magnesium lime stone.	·	32.5	42.5				* P/16A will apply for "Un- slaked lime" when booked as "smalls".
Linoleum	P/6	110	130				
Linsced meal	P/6	60	70		ļ		
Liquefied or compressed chlorine	p;d	110	130				

	General	Classi		ima we		
Articles	ficat		app	ngition licable n-load	Remarks	
	Wagon- loads	Smalls	B. G. 1	M. G.	N. G.	
Liquid paraffin P/24	80	95				
Lithographed forms, loose or bound in books, and other lithographed matter, N. O. C P/22	100	120				
	1					
Lithographic stone P/20	95	110	.			
Locks with or without keys. P/22	80	95				
Locomotives, steam, electric, diesel, &c., (railway or tramway)	80					
Locomotives, unassembled component parts of P/20f	80	95				
Lorries, steam, subject to a minimum weight for charge of 50 maunds each f	130					
Macaroni P/22	100	120				
Machinery, other than electrical	70	85				
Includes— Ball bearing P/23	सन्यमे					
Boilers, N. O. C f	Ì					
Cranes P/20f Engines P/20f		j			ł	
Looms P/20f Lubricators P/20f						
Machinery parts, N. O. C P/22						
Presses, copying P/20f		Ì				
Presses, grass P/20f Presses, indigo P/20f		ļ	ľ			
Presses, printing P/20f Pumps P/22		.		I		
Refricerating machines						
other than electric . P/20f Rollers, gin leather . P/20f		{				
Rollers, road f Scales weighing and		1	j			
accessories P/22	j			ĺ		
Screw jacks P/20f Sewing machines P/22		ł				
Steaming blocks P/20f		ļ				
Turntables, railway f Water meters P/22				- 1	1	
Weighbridges f		- 1				
Weighing machines and accessories P/22	}					
	<u>'</u>	1			1	

Articles		General ficat	ap	nima we onditio plicable on-load	Remarks		
		Wagon- loads	Smalls	B. G.	М. G.	N. G.	
Machine tools, electrically driven	P/20f	75	90				
Magnesia	P/24	130	150		ļ	·	
Magnesite bricks Magnesite crude, calcined,	<b>P</b> /30	60	· 70				
burnt or powdered	P/30	40	52.5		İ		
Magnesium carbonate	<b>P</b> /6	85	100				
Magnesium powder	p;d	150	180				
Magnesium sulphate not in tablet form Includes—	P/6	55	65				
Epsom salt. Magnets N. O. C	P/22	100	120				
Maida lakdi	P/5	80	95				
Makoh water	P/24	80	95				
Malt	P/6	55	65				
Manganese chloride	P/24c	70	85				
Manganese ore	P/30	40	52.5			·	
Manganese oxide or dioxide	P/30	47.5	60				
Manganese sulphate	P/24c	60	70				
Manganesite paste	P/24c	80	95				
Mansil	P/6	80	95				•
Manures As under— Ajwan refuse (i.e., ajwan from which all its constituents have been chemically extracted). Farmyard refuse. Fish manure. Glue factory waste (Hide fleshings, scrapings and trimmings refuse). Guano, Husk manure. Margosa or nim husk. Municipal town swee- pings and animal dung.	P/30	25	32.5				

Articles		General ficat		an	nima wo onditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	М. G.	N. G.	
Manures—concid.  Peat for manure.  Spent mowha flowers.  Sugar factory refuse from filter presses.  Offal such as blood dried, blood meal and meat meal.  (See General Rules 50 to 53)							
Manuscript	e ; P/22	150	180				
Maple wood		80	95				
Maps	e ; P/22	150	180				:
Marble, (including Baroda Green) ballast or chips. Includes— Coloured stone chips.	P/30	55	65				
Marble (including Baroda Green) carved	e ; P/20	100	120				
Marble (including Baroda Green) in blocks, dressed	e ; P/20	95	110				
Marble (including Baroda Green) in blocks, rough or undressed	P/20	सन्धमेव 55	जयते 65				
Marble (including Baroda Green) monuments	e ; P/20	100	120				
Marble (including Baroda Green) powder	<b>P</b> /6	· 55	65				
Marble (including Baroda Green) slabs or tiles	e ; P/20	55	65				
Marble (including Baroda Green) tablets (Memo- rial)	e ; P/20	100	120				
Marbleware (including Greenware),	e ; P/20	100	120				·
Marbles (including Baroda Green), playing	P/22	95	110				:
Marking nuts	P/5	47.5	60				
Masts	P/1	80	95				

#### NURE XVI—contd.

leneral ficat	Classi- ion		nima w onditio plicable on-load	ns	Remarks
Vagon- loads	Smalls	B. G.	M. G.	N. G.	
70	28				
180					
150	180				 
150	180				
70	8.5	:			
100	120				
80	95				
130	150	2			!
80	95				i
75 (OR)	90 (OR)	9	: į		RR rates will be 20% higher.
95	110	Ţ	:		
150	180	200			
130-i	180	79	į		
130	150	in the	:	į	
130	11950	ते	•		
150	180		:	į	
150	180				
95	110		<b>!</b>		
65	75		:		
100	120		;	ļ	
150 :	180 :			ļ	
150	180				
	:		!		
150	180				
150	180				
	!				

Articles		General ficat		Minima condi applica wagon-lo	tions able to	Remarks
		Wagon- loads	Smalls	B. G. M.	G. N. G.	
Mica As under— Mica crude as mined. Mica sheets. Mica blocks or splittings.	P/23	95	110			
Mica waste Includes— Mica powder.	. P/5	55	65			
Microscopes	e; P/23	150	180			
Military chemical defence stores		180				
Military electric tubes	p;d	180	- K.			
Milk	p; P/15	75 (OR)	90 (OR)	3		RR rates will be 20% higher.
Milk, condensed and tinned Includes— Cream, condensed and tinned.		80	95			
Milk powder in tins .	. P/22	100	120			
Millinery	. P/22	130	150	D-		
Mineral salt bricks .	. P/20	55	65			
Mineral wool	. P/5	80	95			
Minor gem stones As under— Agate. Cat's eye. Cornelian. Garnet. Jade. Jasper. Lapis Lazuli. Ortyx.	. e; P/22	150	180			
Models	. P/20	100	120			
Mokhana	. P/6	80	95			
Molasses	. P/24	40	52.5			
Monazite sand	. P/30	100	120		`	
Monobel No. 1	. p;d	180				
Moong bread	P/22	80	95	]].		

Articles		General fica	l Classi- tion	ap	nima wo conditio plicable on-load	ns to	Remarks
	Wagon- loads	Smalls	<b>B.</b> G.	M. G.	N. G.		
Mother-of-pearl shells	P/6	80	95				
Motia water	P/24	80	95				
Motor cycles, subject to a minimum weight for charge of 4 maunds per package	P/20f; S/3	120	••				
Motor cycles, component parts of	P/20f	130	150				,
Motor cycles, with side cars attached, subject to a minimum weight for charge of 12 maunds per package	P/20f; S/3	120					
Motor lawn mowers, sub- ject to a minimum weight for charge of 4 maunds per package	P/20f; S/3	100	120		ļ		
Motor scooters, subject to a minimum weight for charge of 4 maunds per package	P/20f ; S/3	120	Alekti				
Motor tractors, component parts of, N. O. C	P/20f	130	150				
Motor tractors, subject to minimum weight for charge of 100 maunds per 4-wheeled or 6-wheeled wagon used and 200 maunds per bogie wagon used	f; S/3	65					

Note.—Railways accept no liability for detachable fittings such as rubber mats, spare tyres, lamps, inflators, tools, bells, &c., unless they are securely packed in cases and entered on the Railway Receipt. Detachable fittings in cases will be carried in the same truck, as the motor-tractors no charge being levied, provided they form part of the motor tractor or tractors with which they are loaded, and the total weight of detachable fittings and the motor tractor or tractors does not exceed the prescribed minimum weight for charge laid down above. If the total weight exceeds the minimum weight for charge, charges will be levied on actual weight.

Articles			Classi- tion	ap	nima we onditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	м. с.	N. G.	
Motor tricars, subject to a minimum weight for charge of 12 maunds per package. Includes— Motor tricycles, with receptacle.	P/ 20f ; S/3	120	••				
Motor tricycles, subject to a minimum weight for charge of 12 maunds per package	P/20f;	120	••		!		
Motor vehicles, N. O. C Includes— Motor boats Motor cars	S/3 P/20f P/20f;	130		3			Note.—Regarding rules for escorts, see Rule 32.
Motor car bodies Motor car chassis	S/22 P/20f P/20f;					 	
Motor cars and com- mercial trucks in unassembled state, packed Motor lorries	P/20f P/20f;						
Motor lorry bodies Motor lorry chassis	S/22 P/20f P/20f; S/22	सन्धम	व जयते				
Motor omnibus bodies Motor omnibus chassis	P/20f P/20f; S/22						
Motor trailers	P/20f; S/22 P/20f; S/22						
Motor trollies	P/20f						
Subject to a minimum weight for charge of 80 maunds for the first motor vehicle, boat or body loaded in a four-wheeled or six-wheeled wagon and to a minimum weight for charge of 160 maunds for either one or two motor vehicles, boats or bodies loaded in a bogie wag motor vehicle, boat or four-wheeled or six-wheel additional motor vehicle, two in a bogie wagon, charge will be 40 maunds.	body exce ed wagon boat or	eding one and for body exc	e in a every eeding				

Articles	General Classi- fication		c ap	nima wo onditio plicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	М. G.	N. G.	
Motor vehicles, N. O. C.—(concld.)  If the number of motor vehicles, boats or bodies loaded in a four-wheeled or six-wheeled wagon exceeds two and in the case of bogie wagons exceeds five, charges will be levied on the actual weight subject to a minimum weight for charge of 150 maunds per four-wheeled or six-wheeled wagon and 300 maunds per bogie wagon.  Note.—The above classification is applicable for the transport of motor vehicles when despatched in open wagons.  Motor vehicles, N. O. C S/3 Includes—  Motor boats Motor car bodies Motor car bodies Motor car and commercial trucks in unassembled state, packed.  Motor lorries Motor lorry chassis Motor omnibus bodies Motor omnibus chassis Motor omnibuses Motor omnibuses Motor omnibuses Motor omnibuses Motor omnibuses Motor omnibuses Motor omnibuses Motor omnibuses	140	भी प्रति व जयते				Note.—Regarding rules for escorts, see Rule 32.
Subject to a minimum weight for charge of 80 maunds for the first motor vehicle, boat or body loaded in a four-wheeled or six-wheeled covered motor truck and to a minimum weight for charge of either one or two motor vehicles, loaded in a bogie covered motor additional motor vehicle, boat or one in a four-wheeled or six-wheel every additional motor vehicle, boat ing two in a bogie truck, the min charge will be 40 maunds.	, boats or truck. Fo r body, ex- led truck a it or body	bodies r every ceeding nd for exceed-				

	•						*	
	Articles	General Classi- fication			nima we ondition plicable on-load	ns to	Remarks	
<del></del>		Wagon- loads	Smalls	B. G.	М. G.	N. G.		
—(collif the vehicle loade or six motor and it cover ceeds levied weigh mum 150 wheel truck bogie	number of motor es, boats or bodies d in a four-wheeled -wheeled covered r truck exceeds two n the case of bogie ed motor truck ex- five, charges will be on the actual t subject to a mini- weight for charge of maunds per four- ed or six-wheeled and 300 maunds per truck.  (i) The above ication is applicable the transport of							
bility tings, mats, inflate unless packe ed Recei fitting carrie as the charg vided the m cles v loade weigh tings cle o excee mum laid o total minin charg	ways accept no lia- for detachable fit- such as rubber spare tyres, lamps, ors, tools, bells, etc., they are securely d in cases and enter- on the Railway pt. Detachable in cases will be d in the same trucks, motor vehicles, no being levied, pro- they form part of orter vehicle or vehic the hich they are d, and the total t of detachable fit- and the motor vehic the prescribed mini- weight for charge fown above. If the weight exceeds the rum weight for a, charges will be on actual weight.	सहय	भव जयते				,	

Articles	General ficat		ap	nima wo onditio plicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Motor vehicles, N. O. C.—(concld.)						
(iii) Spare parts of motor cars and personal effects of the consignor may be carried in the same van in which a motor vehicle has been loaded provided the consignor agrees to—						
(a) Arrange to have the additional goods weighed, booked and loaded;		CERTS				
(b) Indemnify the railway against all incidental risks of damage to the motor car or the other goods loaded in the van, arising out of the carriage of the motor car and the goods in the one and the same van.						
A separate Railway Receipt should be issued for the motor car and for other goods loaded in the same van.	स्य	े । पव जयत	5			
Motor vehicles, spare deta- ched parts of, N. O. C. P/22 Includes— Differential axles	130	150				
Moulding powder, N. O. C. P/24	55	65				
Moulds P/22	100	120				
Mouse or rat traps P/22	95	110				
Mowha flowers P/5	60	70				
Mowha flowers, refuse P/5	47.5	60				
Mowha juice P/24	55	65				
Muriate of ammonia P/6	80	95	1			
Muriate of tin p; d	150	180				
Musical instruments, N. O. C e; P/2:	2 150	180				
Musk e; P/2	2 150	180			1	

Artick	Articles				c ap	nima we onditio plicable on-load	ns to	Remarks
			Wagon- loads	Smalls	B. G.	м. с.	N. G.	
Muskdana	••	P/6	80	95				
Mustard	••	P/22	100	120				
Myrobalan Includes— Galinuts	••	P/5	60	70				
Nacota powder	••	p;d	180	••				
Naphthalene, solid in l	bags	P/6	80	95				
Naphthalene, solid in or cases	casks 	P/22	60	70				
Naphtha, mineral	••	p;d	100	120	3			
Naphtha, solvent havi flashing point below Fahr.	ing a 76°	p;d	100	120	37"			
Naphtha, wood or woo	od	p;d	130	150				
Necol household cemer	nt	p;d	150	180	Ì,			
Necolustre	••	p;d	150	180	7			
Needles	••	P/22	100	120				
Negro powder No. 2	••	p;d	180					
Neon	••	p ;d	150	180				
Neora (sweepings of and silver smithies)	gold	P/22	150	180				
Neptheline syenite	••	<b>P</b> /5	47.5	60			İ	
Netting, cotton	••	<b>P</b> /6	95	110		j		
Netting, aloe, flax, h or jute	emp	P/2	85	100				
Newspapers and Magaz old, N. O. C	ines,	P/1	47.5	60				
Newspapers, packed Includes— Magazines and peri cals	 iodi-	P/2	70	85				
Nickel	••	P/30	130	150	l			
Nickel-Copper alloy	••	P/7	130	150				

Articles		General ficat		Minima v. 1983 condition applicable : wagon-load v. 1985
		Wagon- loads	Smalls	B. G. M. G
Nickel-copper-zinc alloy	P/7	130	150	
Nickel-copper-zinc alloy scrap	P/7	95	110	
Nickel-copper-zinc alloy ware	P/6	100	120	
Nickel ware	P/22	100	120	
Includes— Nickel wire	P/1		ļ	:
Nickel ware scrap	P/7	95	110	
Nitrate of barium	p;d	150	180	a.
Nitrate of lead	p;d	150	180	¥
Nitrate of strontium (strontia)	p;d	95	110	
Nitrite of soda	P/24c	85	100	
Nitro benzol	p;d	150	180	
Nitro-cellulose dope	p;d	150	180	
Nitrogen/Argaon	p;d	150	180	
Nitro-napthalene	p;d	150	180	
Nitrous oxide gas, co pressed or liquefied	om- p;d	150	180	
Nobel cordite	p;d	180		
Nobel's electric delay act detonators	tion p;d	180		
Nobel's explosive No. 6	73. p;d	180		
Nobel's Explosives No. or Open Cast Gelignite	968 e M d	180		
Nobel rim neonite	p;d	180		
Nobel's safety electric fu	zes. p ;d	180	•••	
Nobel shaped charges No	o.6. p;d	180	•••	
Noil yarn, in bales, pr packed and bound v iron bands or steel wir packed in boxes or car	with e or	85	100	

:	Articles		General ficat		ar	nima woondition oplicable on-load	Remarks		
				Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Noil yarn, or not p cases	not press-pack acked in boxes	ked s or	P/6	100	120	!			
(for A. purposes	duction crack R. P. train containing	ing							
chlorate)		••	p;d	180	••				
	tine dynamite	••	•	180	••				
N. S. Gelig	gnite	••	p;d	180	E.				
Numdahs '	••	••		95	110				
Nuts, N. O			P/6	80	95	,			
Oatmeal in	-	••	P/6	80	95				
Oatmeal in	tins	••	P/22	95	110				
Office reco	rds	••	P/22	100	120			Ì	
Dil cake	••	••	P/5	25	32.5				
Dil-cloth	••	••	P/2	100	120				
Dil dressed	fabrics	••	p;d	150	180				
Oil, fish, ha	rdened or soli	di-	P/24	80	95				
Dils—Divis As under Cinner Clove	:— non	••	P/24c	150	180				
Essenti Khol	ial oils, N. O.	C.	•			ļ			
Sandal		••	e				1		
Oils—Divis As under Almon Camph Citron Croton Lemon Poppy	d d or ella oil l grass oil	••	P/24c	130	150				
Codlive	oil in bottles er oil or Maize oil in	• •	P/24 P/24 P/24	95	110				

Articles		General Classi- fication		nima wa onditio plicable on-load	Remarks	
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Oils—Division C—(concld.)  Eucalyptus oil in bottles P/2  Gingelly oil in bottles Groundnut oil in bottles P/2  Hydnocarpus oil P/2  Linseed oil in bottles P/2  Shark liver oil P/2	24 24 24 24 24					
As under—  Batching oil d Cashew shell oil P/2 Coaltar oil P/2 Cocoanut oil, N. O. C P/2 Corn or maize oil, N. O. C P/2 Cotton seed P/2 Eucalyptus, N. O. C P/2 Fish oil, N. O. C P/2 Flux oil P/2 Green oil P/3 Groundnut oil N.O. C. P/2 Insulating oil P/2 Kardi seed oil P/2 Lubricating P/2 Margosa oil P/2 Mustard P/2 Pungam P/2 Rangoon oil P/2 Rangoon oil P/3 Rape seed P/3 Sperm P/2 Sperm P/2 Sperm P/2 Tara seed oil P/2	24 24 24 24 24 24 24 24 24 24 24 24 24 2	े निएट व जयने	3			
Oil seeds, N. O. C P/o Includes— Aniseed Castor Cotton Flax	6; S/29 47.5	60				

Articles	Articles		Classi-	ap	nima wo conditio oplicable on-load	ns e to	Remarks
:		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Oil seeds, N. O. C.—concid Gingelly Groundnuts without shells Kusum (safflower) Linseed Mowha Mustard Nim Polang Poppy Pungam Rape Soorgoja Tara Taramira Tobacco seeds Tung seeds							
Oily materials As under— Bagging Canvas Covers Paper Rags Waste, N. O. C.	d	130	150	5			
Olive wood	P/5	80	95				
Onions	<b>P</b> /6	42.5 (OR)	55 (OR)				RR rates will be 20% higher.
Oodbatti	P/22	100	120				
Open cast gelignite .:	p;d	180	••				
Opium (See General Rule 49)	e ; P/22	130	150				
Opium, crude, liquid	e; P/24c	150	180				
Ores, common, N. O. C Includes— Alunite Barytes Barxite Ilmenite Iron ore Iron pyrites	P/30	32.5	42.5				
Ornaments, gilt	P/22	130	150				

Articles		General ficat		c ap	nima w onditio plicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	м. G.	N. G.		
Ornaments made of beads (if made of articles listed in Rule 37; e)	P/22	130	150				
Ovens, clay	P/20	55	65		 		
Ovens, N. O. C	P/20	80	95				
Oxalate of potash	p;d	130	150				
Oxygen, gas, compressed	p;d	100	120			,	
	p;d	150	180				
Packing made of greased jute, hemp or flax, for pipe joints or pump glands	P/5	65	75				
Paintings	e ; P/22	150	180				
Paint and varnish removers, corrosive, non-inflammable	p ; d	65	75				
Paint and varnish removers, inflammable	p;d	150	180				
Paints, having a flash point below 200° Fahr. but not below 95° Fahr.—Division A As under— Enamels, and enamel paints (such as Paripan, Ripolin, Aspinals, &c.).	d	स्ट्यमेव 95	जयते 110				
Paints, having a flash point below 200° Fahr. but not below 95° Fahr.—Divi- sion B Includes— Varnish paint.	đ	75	90				
Paints, nitrocellulose	p;d	150	180				
Paints, non-dangerous, having a flash point at or above 200° Fahr As under— Paints paste or liquid.	P/24	75	90				

Articles			Classi- tion	ar	nima we conditio plicable on-load	ns to	Remarks
4		Wagon- loads	Smalls	B. G.	м. с.	N. G.	
Paints, partly composed of naphtha or other inflammable liquids, i.e., having a flash point at or above 76° Fahr. but below 95° Fahr., N. O. C.	p;d	130	150				
Paints, polishes, cements, compositions, and other articles partly composed of naphtha or other highly inflammable liquids, i.e., having a flash point below 76° Fahr., N. O. C.	p;d	150	180				
Paint thinners, having a flash point at or above 76° Fahr	p;d	95	110				
Paint thinners, having a flash point below 76° Fahr.	p' ; <b>d</b>	100	120	Ĭ			
Palanquins, subject to a minimum weight for charge of 13½ maunds each	P/20f	100		3			
Palmine	P/22	80	95				
Palo	P/22	80	95				
Paniphul	P/5	55	65				
Paper bags	P/2	55	65				
Paper or card board cones, cores, spools or tubes	P/22	60	70				
Paper kites	P/22	65	75				
Paper, N. O. C. in rolls or reels protected at the ends and sides, or in bales or bundles	P/17	65	75				
Paper, N. O. C. in cases	P/22	80	95				
Paper transfers	P/22	100	120				
Paper, wall	P/22	100	120				

**7**9

Articles	Articles		Classi- tion	ap	nima w condition plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Paperware (other than Stationery), N. O. C Includes— Drinking straws, Paper capsules, Paper cups. Paper dishes,	P/22	95	110	-			
Paper waste and cuttings, N. O. C	P/5	47.5	60				
Papier-mache	P/22	95	110				
Papundkar (potash)	P/6	60	70		1		
Paraffin wax	P/6	100	120	3			
Parchment	P/22	100	120				
Pastes, adhesive	P/24	80	95				
Patterns for castings	P/22	100	120				
Paulins	P/6;	80	95				
Pedal, vehicles, children's N. O. C. subject to a minimum weight for charge of 1 maund per package	S/5 P/20f	130	व जयने 150				
Peel (lemon, orange and citron) raw	P/5	55	65				
Pencils	P/22	100	120				
Pentachlorophenol dissolved in selected petroleum oils	đ	60	70			,	
Penthrite (P. E. T. N.)	p;d	180	••				
Pepper, in tins, bottles, or jars	P/22	100	120				
Perambulators, collapsible, subject to a minimum weight for charge of 20 seers per package	P/20f	130	150				

	Articles			Classi- tion	ap	nima w condition plicable on-load	e to	Remarks
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	·
Perambula parts	ors in pieces or	D/00	130	150				
minimun	tors, subject to a n weight for of two maunds age	T lease	130	150				
Perchloride	of iron, liquid	p;d	110	130				
Perchloride	of iron, solid	p;d	130	150				
Bichlorid	of mercury or e of mercury sublimate)	p;d	130	150	\$			
Perchlorate	of ammonia	p;d	150	180	İ			
Perfumery	••	P/22	150	180				
Permangan	ite of potash	P/24c	95	110				
Peroxide of	sodium	p;d	150	180				
Pestles, woo	den	P/5	60	70				
carbon io i.e., havin below 76° Includes—Aviation Benzene Benzole Benzole Crude of Benzoli Ethyl A Gasolen Leaded spirit. Lighter Motor's Petrol (1	e. (petrol).  i. (petrol).  ii. ne. viation spirit. pe (Gasoline).  Aviation  fluid. pirit. penzine).  um ether.	p;d	130	150				

Articles			Classi-	ap	nima wo onditio plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	<b>B</b> . G.	м. G.	N. G.	
Petroleum and other hydrocarbon oils, non-dangerous, i.e., having ta flashing point at or above 76° Fahr Includes— Aeromex oil. Cleaning oil. Colza (Mineral) oil. Diesel oil.	d	62.5	72.5				
Furnace oil. Gas oil. Heavy diesel oil. High speed diesel oil. Jet turbine fuel. Kerosene or paraffin oil, non-dangerous. Light diesel oil. Liquid fuel. Marine diesel oil. Naphtha, solvent having a flashing point at or above 76° Fahr. Refrigerator burning oil. Tea drier oil. Vapourising oil.				3			
Petroleum coke	P/5	40	52.5				
Phenyle, soluble	P/24	55	65		1	ĺ	
Phenylene-di-amine para crystals	p;d	100	120	:			
Phosphor copper	<b>P/7</b>	130	150				
Phosphorus	p;d	150	180		ĺ	1	
Phosphorus pentachloride.	p;d	150	180		1		
Phosphorus sulphide	p;d	150	180				
Phosphorus trichloride	p;d	150	180		}		
Photo electric cells	e ; P/23	150	180			l	
Photographic apparatus	e; P/23	150	180	Ì		ļ	
Photographic paper	P/22	130	150				

Articles		General Classi- fication		nima we onditio plicable on-load	Remarks	
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Photographic plates e;	P/22 150	180			·	<u> </u>
Pianos e;	P/22 150	180				
Pickers P/2 Includes— Leather buffers.	2 85	100			9	
Picking sticks wooden for looms P/22	2 85	100				
Picric powder p;	180	102.5%				
Picture frames, common, wooden P/22	100	120	3			
Picture frames, N. O. C P/22	150	180		. [		
Picture frame mouldings N. O. C P/22	100	120		.		
Picture frame mouldings, wooden, not polished, lacquered, enamelled or plastered P/22	11					
	Michrosop .	65	1	ı	İ	•
Pictures, N. O. C e; F	Transi	180	Ī	- [	- 1	
Pictures lithographed P/22 Includes— Pictorial advertisements, calendars and labels.	100	120				
Piece-goods, cotton, woollen or artificial silk, with or without common metal, brass or tinsel thread edging, false or imitation lace in bales, press-packed or packed in boxes or casts and all hand-loom products including "Khaddar" not press-packed	100	120				

Articles		General ficat	Classi- ion	ap	nima we ondition plicable on-load	Remarks	
	,	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Piece-goods, cotton, wooilen or artificial silk, with or without common metal, brass or tinsel thread edging, false or imitation lace in bales, press-pocked or packed in boxen or cases and all hand-loom products including "Khaddar" not press-packed—concild.  Floor cloth.  Garah cloth.  Gloves, cotton, woollen or artificial silk.  Handkerchief.  Hosiery.  Kharwa cloth.  Linen.  Lois.  Mullmull.  Muslin.  Pugries, khaki.  Putties, woollen.  Rayon.  Ribbons.  Shawls, common  Tennis screens.  Thread, cotton, woollen, artificial silk, flax or hemp.  Towel.  Turbans.  Twist, cotton, woollen, artificial silk, flax or hemp.  Umbrella covers, cotton or artificial silk, aloe, flax hemp and artificial cotton or rayon.			व ज्यह				
Piece-goods, cotton, woollen or artificial silk, with or without common metal, brass or tinsel thread edging, false or imitation lace, not press-packed or not packed in boxes or cases. Includes—  Book-binding cloth.  Broad cloth.  Calico.  Cambric.	P/25	120	140				

Articles		Genera fica	ap	nima wooditio	ns e to	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Piece-goods, cotton, woollen or artificial silk, with or without common metal, brass or tinsel thread edging, fabse or imitation lace, not press-packed or not packed in boxes or cases—concld.  Cotton velvet. Doosootie cloth. Dungree cloth. Flannel. Floor cloth. Garah cloth. Gloves, cotton, woollen or artificial silk. Hosiery. Kharwa cloth. Linen. Lois, Mulimull. Muslin. Puggries, khaki. Putties, woollen. Rayon. Ribbons. Shawls, common Tennis screens. Thread, cotton, woollen, artificial silk, flax or hemp. Turbans. Twist, cotton, woollen, artificial silk, flax or hemp. Umbrellacovers, cotton or artificial silk, wearing apparel. Yarn, cotton, woollen, artificial silk, aloe, fiex, hemp and artificial cotton or rayon.	e	ि स्यारं	व जयते				
Piece-goods, cotton, woollen or artificial silk, mixed with silk, with or without common metal, brass or tinsel thread edging false or imitation lace	e; P/25	150	180				
Piece-goods, cotton, woollen or artificial silk, worked with gold or silver lace	e ; P/25	150	180				

Articles	Articles		Classi- ion	Minima we conditio applicable wagon-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G. M. G.	N. G.	
Piece-goods, silk Includes— Silk, manufacture N. O. C. Thread or twist. Umbrella covers, sill Velvet.	•	150	180			
Pine oil	p; d	80	95			
Pipe clay	P/5	65	75		†	
Pipes, cement	P/20	60	70			
	nd P/20	60	70	3		
Pipes, N. O. C	P/20	60	70	1		
Pipes, smoking, earthen clay	or P/22	55	65			
Pipes, smoking, N. O. C.	P/22	130	150	k.		
Pistols (See General Rule 49).	P/23	130	150	7		
Piston packing	P/22	80	95			
Pitch	P/24	45	57.5			
Pith	P/5	80	95			
Plans	e; P/22	150	180			
Plantain trees	p; P/13	55	65			
Plants	p; P/13	75 (OR)	90 (OR)			RR rates will be 20% higher.
Plaster	P/22	47.5	60			
Plaster casts for ornamering ceilings or walls	nt- P/20	130	150			
Plaster Gelatine	p;d	180	•••			
Plaster of Paris	P/22	55	65			
Plastic Igniter cord seconds/ft	10 p; d	180	••			

Articles		General ficat	Classi- ion	ap	nima we ondition plicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Plastic materials, manufactured, N. O. C Includes— Bakeliteware, Eboniteware. Vulcaniteware.	P/22	120	140				
Plasticised Nitrocellulose Chips	đ	150	180		<b>!</b> !		
Plastic wood	p;d	150	180		•		
Platedware	e ; P/22	150	180				
Pliobond	p;d	150	180		i I		
Polar ajax	p;d	180				. !	
Polar ammon gelignite	p;d	180		3			
Polar ammon gelignite No. 2	p; d	180					
Polar ammon gelignite No. 3	p; d	180					
Polar ammon gelatine dynamite	p; d	180	100				
Polar Dynobel No. 2 "S".	p; d	180	112				
Polishes, cements, compositions and other articles, partly composed of naphtha or other inflammab e liquids, i.e., having a flashing point at or above 76° Fahr. N. O. C.	p;d	130	न जयन 150				
Polishes, dressings, stains and cleaning compounds, not composed of naphtha or other inflammable liquids	P/24	95	110				
Polishes, dressings, stains and cleaning compounds part y composed of naphtha or other inflammable liquids having a flashing point at or above 76° Fahr.	p;d	95	110			A	
Polishes, nitro-cellulose	p;d	150	180			:	
Polo kit	P/22	130	150			ļ	
Pomegranate rind	P/5	55	65			;	

Articles			l Classi- tion	ap	nima wo onditio plicable on-load	ns e to	Remarks
	i	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Porcelain	e ; P/22	130	150				
Port Fires	p; d	180					
Posteens	P/22	100	120			İ	
Potassium	p;d	150	180				
Potassium, country	P/6	55	65				
Potatoes	P/6	42.5 (OR)	55 (OR)				RR rates will be 20%
Potatoes, sweet	P/6	42.5 (OR)	55 (OR)				higher.
Poultry shell grit	P/6	47.5	60		ļ		
Power alcohol	p;d	120	140			İ	
Power alcohol mixture	p; d	120	140	3			
Preserves, vegetables, country Includes—Pickles.	P/24	80	95				
Preserves, vegetables, imported Includes—Pickles.	P/24	100	120				
<b>.</b>		March 1		7			
Preserves (fish and meat), N. O. C.	P/24	95	110				
Pre-fabricated aluminium components	P/20f	110	130				
Presses, screw, cotton or jute	P/20f	65	75				
Primers, percussion	p;d	180			}	1	
Printed forms, loose or bound in books, and other printed matter, N. O. C.	P/22	100	120				
Printing materials, N.O.C.	P/22	100	120		1		

Articles	General Classification				Minima weight conditions applicable to wagon-load rates					
	Wagon- loads	Smalls	B. G.	M. G.	N, G.					
Printing metal P/7 Includes— Types old and un- serviceable.	95	110								
Producer Gas Plant P/20f	70	85								
Prussiate of Potash P/24c	85	100		}						
Prussiate of soda P/24c	85	100	}	1	<u> </u>					
Public address equipment (electric) P/22	150	180								
Pulp and pulp sheets As under— Bamboo. Grass. Paper. Straw. Wood.	60	70	Ď							
Pulpboard, N. O. C. in bales or bundles P/2 Includes— Cardboard. Duplex board. Greyboard. Millboard. Pasteboard. Ticket board.	65 संयम	<b>7</b> 5 व जयन								
Pulpbeard, N. O. C. in cases P/22 Includes— Cardboard, Duplex board, Greyboard, Millboard, Pasteboard, Ticket board.	95	110								
Pulp, cotton (for filtering purposes) P/22	100	120								
Pushmina P/22	100	120								
Push vehicles, children's, N. (). C. subject to a minimum weight for charge of 20 seers per package P/20f	130	150								
Putty P/22	65	75								

Articles	Articles			ap	nima woonditio	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Pyridine bases	p;d	130	150			,	<del></del>
Pyroxyline (for photogra- phic and similar purposes) r	o ; d	150	180				
Quarry monobel	p;d	180	••				
Quick match ]	p;d	180	••				
Quilts ]	P/6	100	120				
Radio (wireless) apparatus c	; P/22	150	180				
Radio(wireless) valves e	; P/22	150	180				
Rags, other than oily rags, N. O. C I	P/5 ; S/25	47.5	60	3			
Rain-gauges P	/22	70	85				
Rattan I	P/1	80	95				
Rattan boxes		95	110				
Rawlplug durofix p	); d	150	180				
Raw materials for the manufacture of paper or straw board (to be booked to a Paper or strawboard mill)  As under—  Bagasse (crushed sugar cane refuse)	 P/5	32.5	42.5				
Bamboo chips, cuts, splits and splints P	7/5		••				
Bamboo crushed	••					İ	
Card board waste and cuttings P	715						
Cloth cuttings (old and new) such as hosiery cuttings and tailor's cuttings P	7/2 ; S/8	••					
Discarded healds used for pulping P	/1						

Articles		General ficat	l Classi- tion	ap	nima wo onditio plicable on-load	Remarks	
	Wagon- loads	Smalls	B. G.	M. G.	N. G.		
Raw materials for the manufacture of paper or straw board (to be booked to a paper or straw board mill.)—(concld.)							
Fibrous materials pressed As under— Aloe straw. Flax straw. Hemp combings. Hemp cuttings. Jute cuttings. Jute waste. Linseed straw.	P/I	A		John State S			
Chari Dhall Stalks	P/1 P/1 P/5 P/1 P/1 P/1 P/1 P/1 P/1 P/1 P/1		'\\   '\\	>			
Gunny waste and cuttings.  Hemp netting, unserviceable or cuttings.  Newspapers and magazines, old  Paper waste and cuttings Rags, other than oily rags	P/I P/I P/I P/I P/1;		শা সথব				
Rope unserviceable or cuttings Salia logs Silver fir Spruce:	S/25 P/1	••	••				
Used Railway tickets  Raw materials for the manufacture of plastic materials  Includes— Acrylic moulding	P/5 P/24	110	130				
powder Bakelite. Cellulose acetate buty rate moulding powde							

Articles	General fica	Classi-	cond applic	a weight itions able to oad rates	Remarks
	Wagon- loads	Smalls	B. G. M.	G. N. G.	
Raw materials for the manufacture of plastic materials—concid.  Cellulose acetate moulding powder. Ebonite. Ethyle cellulose moulding powder. Ivory, synthetic. Malamine formaldehyde moulding powder. Nylon moulding powder. Nylon moulding powder. Phenol formaldehyde moulding powder. Phenol furfural moulding powder. Phenol furfural moulding powder. Polystyrene moulding powder Polythlene moulding powder P. V. C. moulding powder Urea formaldehyde moulding powder Urea formaldehyde moulding powder. Vulcanite.  Rectified spirit (50° over proof and above) p; d	95	110			
Redwood	95	110			
Reeds and rushes P/1	47.5	60			
Reeds writing P/2	47.5	60			
Reflex signs and signals (when fitted with glass lenses; e) P/22	100	120			
Refractory bricks P/30 Includes— Fire-bricks. Ganister bricks. Silica bricks.	45	57.5			
Refrigerators electric P/22	100	120			
Refrigerators, N. O. C P/22	100	120			

92

Articles	General ficat	l Classi- tion	ar	nima we conditio plicable on-load	ns e to	Remarks
	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Reinforced concrete          Inclucies—          Beams          Columns          Pipes          Posts          Tanks etc.	60	70				
Relays for bombs (for aircraft) p; d	180	<b></b>				
Rennet P/22	80	95		ŀ		
Resin d	65	75	5.			
Resin, synthetic P/24*	95	110	9			*P/7 will apply when in lumps.
Respirators (Gas masks) P/22	130	150				
Ribs of palm leaves P/1	47.5	60				
Rice, parched P/6	80	95				
Rice pounders, wooden P/1	60	70	}			
Rickshaws, in pieces or parts. P/20f	110	130		1		1
Rickshaws, subject to a minimum weight for charge of 4 maunds per package P/20f	130	व जयते				
Road surface dressings, composed mainly of creosote, petroleum residue, pitch or tar oil, N. O. C P/24 Includes— Bitumen.	45	57.5			<u>.</u>	
Road surface dressings, liquid, composed mainly of creosote, petroleum residue, pitch or tar oil, having a flash point below 200 Fahr. but not below 76° Fahr. d.	65	75				
Roburite No. 4 p; d	180					
Rockite p; d	180					
Rollers, stone	70	85				
Roofing felt or patent P/2	70	85		1		İ

Articles		General ficat	l Classi- tion	ap	nima we condition plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Roots, N. O. C	P/6	80	95	i	<u>.                                    </u>		<u>'</u>
Rope grass leaf or moonj	<b>P</b> /1	55	65				
Rope, hemp or jute	P/1	85	100		İ		
Rope, manilla or sisal	P/2	80	95				
Rope or string or yarn, coir.	P/1	65	75			1	·
Rope, N. O. C	P/1	80	95				ĺ
Rope unserviceable or cuttings, N. O. C	<b>P</b> /1	47.5	60			<u> </u> 	
Rose water	P/24	80	95	>			
Rosin	<b>P</b> /7	70	85				İ
Rosin oils, having a flash point at or above 200° Fahr	P/24	70	85				
Rosin oils, having a flash point below 200° Fahr	p;d	100	120	,			
Rosin spirit	p;d	80	95			!	
Rubber crepe, clippings or refuse	<b>P</b> /5	55	65				
Rubber Crude Includes— Crepe rubber	P/22* P/22*	95	110				* May also be ac- cepted when in bundles covered
Rubber scrap unmanufac- tured	P/22*						with sheet rub- ber and then stitched in hes-
Rubber sheet or lump	P/22*						sian or gunny.
Synthetic rubber unmanufactured	P/22*						
Rubber goods, old and un- serviceable for the purpose for which they were origi- nally made	P/5	55	65				
Rubber or synthetic rubber, manufactured Includes— Gloves, rubber Rubber mats	P/22	120	140				
Rubber tubes	P/1						

Articles			General ficat		ap	ond plica	itio:		Remarks	
				Wagon- loads	Smalls	B. G.	M.	G.	N. G.	
Rubber reclaimed	••	••	P/5	120	140					<u>'</u>
Rubber solution, of rubber an having a flash below 76° Fahr.	d naph	ha	p;d	150	180					
Rubber solution of rubber an- having a flushin or above 76° Fat	d napht	tha	p ; d	120	140					
Rutile	•	••	••	100	120		ł			
Saccharine .	•	••	P/22	130	150					
Safes, i.on or steel Includes— Steel ballot bo		••	P/20f	100	120	3				
Saffron .		••	e;P/22	130	150					
Sago, common, was	ste	••	P/5	32.5	42.5	ĺ				
Sago, pearl .	•	••	P/22	100	120					
Sailcloth	•	••	P/6	80	95	}			Ì	
Salt, aniline .	•	••	p;d	130	150				]	
Salt earth or earth: (See General R		••	P/6	47.5	60					
Salt for table use .	•	••	P/22	95	110				l	
Salt, N. O. C. Includes— Hide salt.	•	••	P/6	35	45					
Saltpetre crude	• •	••	d.	32.5	42.5					
(See General Ri Saltpetre, refined . (See General Ri	_	••	d.	65	75					
Salt, refined, in bag	<b>s</b> .	••	P/6	70	85					
Samsonita .	•	••	p;d	180	••					
Samsorite .	•	••	p;đ	180	••					
Samsonite No. 3 .	•	••	p; d	180	••					
Sand Includes— Quartz sand. Silica sand.	•	••	p;P/30	30 (OR)	40 (OR)					RR rates w be 20 % highe

Articles		General ficat	Classi- tion	ap	nima woondition oplicable on-load	. Remarks			
		Wagon- loads	Smalls	B. G.	M. G.	N. G.			
Sandals, wooden wi	ith or w	ith-	P/5	55	65				
Sandalwood . Includes— Sandalwood ro	oots.	••	e;P/22	95	110				
Sandalwood bark, dust .	chips a	ınd	e;P/22	55	65				
Sandstone .	•		P/30	32.5	42.5				
Sathi food .			P/22	80	95				
Saw dust, N. O. C.			P/5	47.5	60				
Saws	•		P/20f	80	95	3			
Scented waters, N.	0. C.		P/24	150	180				
Scents	•	••	e;P/22	150	180		· .		
Scientific instrumer	-		D/00	120	1		į		
	•	••	e;P/23	130	150		:		
-	•	••	P/22	65	75	7			
Seeds, bamboo .	•	••	P/6	80	95			ļ.	·
Seeds common As under— Ambadi seed. Bowchee. Broom. Date seed.	•	••	P/6	37.5	50				
Gowar seed. Grass.					•			· ·	•
Hemp. Hura.					•				•
Jute, Kang seed.							i		
Karila. Kooto <b>o</b>									e s
Lonar. Lucerne.									
Methi. Sargi s <b>eeds.</b>							. ·	! ·	
Sawa. Senji.									
Tamarind.									
Ajwan seeds, N Coriander . Soapnut seeds.		••							

Wagon-   loads   Smalls   B. G.   M. G.   N. G.	Articles		General ficat		ap	nima we ondition plicable on-load	ns to	Remarks
Seeds rubber     P/6   80   95				Smalls	B. G.	м. G.	N. G.	
Seeds til, scented   P/7   100   120	Includes— Celery seeds.	P/6	55	65				
Sclenium	Seeds rubber	P/6	80	95				
Shanks	Seeds til, scented	P/7	100	120				
Shawls, fine, e P/22	Sclenium	P/24	130	150				
Includes—Cashmere shawls.  Shells filled and fused p; d 180  Shells N. O. C P/5 80 95  Shell, star p. d. 180  Shrubs P/13 80 95  Shuttles P/22 65 75  Side-cars of bicycles, subject to a minimum weight for charge of 1 maund per package P/20f 130 150  Side-cars of motor cycles, subject to a minimum weight for charge of 4 maunds per package P/20f 130  Sievea P/22 80 95  Signals mortar smoke—Blue p. d. 180	Shanks	P/22	80	95				
Cashmere shawls.  Shells filled and fused p; d 180  Shells N. O. C P/5 80 95  Shell, star p. d. 180  Shrubs P/13 80 95  Shuttles P/22 65 75  Side-cars of bicycles, subject to a minimum weight for charge of 1 maund per package P/20f 130 150  Side-cars of motor cycles, subject to a minimum weight for charge of 4 maunds per package P/20f 130  Sieves P/22 80 95  Signals mortar smoke-Blue p. d. 180		P/22	150	180				
Shells N. O. C P/5 80 95  Shell, star p. d. 180		8		BAR.			]	
Shell, star p.d. 180  Shrubs P/13 80 95  Shuttles P/22 65 75  Side-cars of bicycles, subject to a minimum weight for charge of 1 maund per package P/20f 130 150  Side-cars of motor cycles, subject to a minimum weight for charge of 4 maunds per package P/20f 130  Sieves P/22 80 95  Signals mortar smoke-Blue p.d. 180	Shells filled and fused	p; d	180					
Shrubs P/13 80 95  Shuttles P/22 65 75  Side-cars of bicycles, subject to a minimum weight for charge of 1 maund per package P/20f 130 150  Side-cars of motor cycles, subject to a minimum weight for charge of 4 maunds per package P/20f 130  Sieves P/22 80 95  Signals mortar smoke-Blue p.d. 180	Shells N. O. C P	15	80	95	ļ		İ	
Shuttles P/22 65 75  Side-cars of bicycles, subject to a minimum weight for charge of 1 maund per package P/20f 130 150  Side-cars of motor cycles, subject to a minimum weight for charge of 4 maunds per package P/20f 130  Sieves P/22 80 95  Signals mortar smoke-Blue p.d. 180	Shell, star p	.d.	180	Y		ł		
Side-cars of bicycles, subject to a minimum weight for charge of 1 maund per package P/20f 130 150  Side-cars of motor cycles, subject to a minimum weight for charge of 4 maunds per package P/20f 130  Sieves P/22 80 95  Signals mortar smoke-Blue p . d. 180	Shrubs P	/13	80	95		ŀ		
subject to a minimum weight for charge of 1 maund per package P/20f  Side-cars of motor cycles, subject to a minimum weight for charge of 4 maunds per package P/20f  Sieves P/22 80 95  Signals mortar smoke-Blue p.d. 180	Shuttles P	/22	65	75				
subject to a minimum weight for charge of 4 maunds per package . P/20f 130  Sievea P/22 80 95  Signals mortar smoke-Blue p.d. 180	subject to a minimum weight for charge of 1	/20f	130	150				
Signals mortar smoke- Blue p.d. 180	subject to a minimum weight for charge of 4	/20f	130					
Blue p.d. 180	Sieves P/	/22	80	95		- 1	İ	
Signals morter smokes		. d.	180				-	
Red p.d. 180		. d.	180					
Signals mortar smoke- Yellow p. d. 180	Yellow p.	- 1	- 1					
Signs N. O. C	·	- 1	100	120				
Sikakai P/5 65 75	•	5	65	75				
Silicate cement P/24 85 100	•	ļ	85	100				
Silicate of cotton P/5 80 95	Silicate of cotton P/	5	80	95				

Article		General ficat		c ap	nima we ondition plicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Silicate of soda	P/24c	37.5	50				
Silicaware (Pure fusa Silica)	P/22	130	150				
Silicol	p ; <b>d.</b>	150	180				
Silico manganese	: 6	55	65	1		ŀ	
Silk raw or in cocoons e.	22	100	120	İ			
Silk waste	4	100	120				
Sillimanite (Silica of alumina)	10	45	57.5				
Size	'2	80	95	3			
Slag ··	:0	32.5	42.5				
Slate pencils	12	55	65				
Slates in tiles or slabs	,	60	70		1		
Slates writing	`	55	65				
Smoke balls	<u> </u>	180					
Smoke Generators, smoke candles	1	180	व जयते				
Smokeless diamond	Þ	180					
Snaps, when contained in fully manufactured Christmas or bonbon crackers	d	120			·		
Snuff Includes— Medicated snuff.	<b>P</b> /:	100	120				
Includes-	P/2.	70	85				
Liquid Soap.	P/24	AM #	60				
Soapnuts	P/5	47.5		1			
Soapsand		60					
Soap-stock (bye-product obtained in refining cotton-seed or other oil with caustic soda)	.P/24	47.5	60				

Articles		General ficat	Classi- tion	ap	nima wo ondition plicable on-load	ns : to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Soarstone Includes— French chalk Soapstone powder Steatite Tale	P/6 P/6 P/6 P/6	32.5	42.5				
Soapstone, dressed Includes— Soapstone tiles or slabs	P/20	55	65				
Soda crystals or soda ash.	<b>P</b> /6	37.5	50				; • •
Sodium	p;d	150	180				
Siodium bisulphate	P/24c	47.5	60				
Sodium bisulphite	P/24c	60	70		ĺ		
Sodium fluoride	P/24c	70	85				
Sodium fluosilicate	<b>P</b> /6	70	85				
Sodium formaldehyde sulphoxylate	P/24c	95	110				
Sodium hypochlorite solution or electro- lytic chlorine in bottles, packed in cases.	P/24c	100	120				
Sodium hypochlorite solution or electrolytic chlorine in drums.	P/24c	60	70				
Sodium perborate	P/24c	130	150				
Sodium phosphate Includes— Disodium phosphate, Monosodium phosphate.	P/24c	60	70				
Sodium sulphide	. P/24c	70	85				
Sodium sulphite	P/24c	70	85				
Sodium xanthate	p;d	65	75				
Sola	P/5	80	95				
Sola hats	P/22	100	120				

99
ANNEXURE XVI—contd.

Artic	Articles			Classi- ion	ap	nima wo onditio plicable on-load	ns e to	Remarks
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Solder Includes— Brazing metal.	••	P/22	100	120				
Soldering fluid	. ••	d.	60	70				
Solidified fuel with fuel and for solidified fuel s		p ; d	80	95				
Soopdahs	••	P/1	80	95				
Sooringee wood	••		80	3 95				
Soya beans	••	P/6	65	75				
Spangles	••	P/22	130	150				
Sparklets	••	P/22	80	95				
Special Gelatine strength	30%	p;đ	180					
Special Gelatine, strength	45%	p;d	180					·
Special Gelatine, strength		p;d	180	जयसे				•
Special Gelatine, strength	80%	p;d	180					
Special Gelatine, strength	••	p;d	180					
Special Gelatine, strength	60%	p;d	180					
Spectacles	(	e ; P/22	150	180	ļ			
Spent bleaching or earth	clay	P/30	32.5	42.5				
Spent oxide of iron gas purifiers		p;d	47.5	60	·			. :
Spices	••	P/7	100	120				

Articles	General ficat	c ap	nima wo onditio plicable on-load	ns to	Remarks	
	Wagon- loads	Smalls	B. G.	м. с.	N. G.	
Spices—concid. Jeera seed black. Mace. Nutmeg. Pepper, N. O. C. Sahjeera. Spices, N. O. C.						
Spirits, wines and cordials (in bottles or in jars packed in cases or hampers) imported Includes— Liquor.	120	140				
Spirits, wines and cordials (not in bottles or in jars) imported P/24 Includes— Liquor.	110	130				
Spirits, wines and cordials, country (below 50° over-proof having a flashing point below 76° Fahr.) p; d As under—Arrack, Liquor, Mowha spirit, Toddy.	100	120 = 54				
Spirits, wines and cordials, country (below 50° over-proof having a flashing point at or above 76° Fahr.) P/24 As under— Arrack. Lictuor. Mowha spirit. Toddy, p.	100	120				
Spirit varnish p;	95	110				
Splints 'or matches P/22	70	8:	5			
Sponges P/22	i	1	-			
Spoons wooden P/5	80		1			
Stable kit P/2	70		1			
Stainless steel sheets or rods. P/1	8:	5 10	0			

Articles		General fica	l Classi- tion	an	nima we condition plicable on-load	Remarks	
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Stainless steel ware Includes— Stainless steel pipes. Stainless steel tubes	P/22	100	120				
Stains, nitro-cellulose	p;d	150	180				
Stamped paper, e.	P/23	130	150			-	
Stamps, e	P/23	130	150			1	
Stannic Chloride	p; d	180					
Starch in tins	P/22	80	95				
Starch, N. O. C. Includes— Arrow root flour in bags or casks Gluten starch Maize flour in bags Potato flour in bags Sago flour in bags Tamarind seed flour Tapioca flour in bags Stationery, N. O. C. Statuary, e.	P/22 P/20	100 150	120 180				
Stearine	P/6	80	95	.			
Steel grit	P/5	80	95	1	ĺ		
Steel wool	P/22	80	95	:			
Stencil paper	P/22	100	120	-	1		
Stencil plates	P/22	80	95	[			
Sticks, walking	P/22	130	150	1			
Stone, cut or engraved	P/20	80	95		- 1		
Stone flour	P/6	47.5	60				
Stone, moss or flower	P/7	60	70				
Stone, N. O. C. Includes— Chakees, stone. Felspar. Flagstone. Ghantees. Jatta.	P/30	32.5	42.5				

Articles	General ficat		Minima weight conditions applicable to wagon-load rates	Remarks
	Wagon- loads	Smalls	B. G. M. G. N. G.	
Stone N. O. C.—concld. Kooringhee stone. Koorum stone. Korandum. Mill stones Quartz. Sils and lohras.				
Stone pumice P/	5 80	95		
Stoneware, N. O. C P	/20 65	75		
Stonobel p	; d 180	A -		·
Stoves, N. O. C P/ Includes— Cookers, toasters, etc., other than electric.	20 f 100	120		·
Strawboard boxes empty . P/	22 80	95	·	
Strawboard, N. O. C P/	2 60	70		
Straw envelopes P/	22 70	85		
Submarine Blasting Gelatine p	; d 180			
Sugar, P/6 B; S/ Includes— Shukkur (sugar not ground or powdered jagree).	29 65	न्यत जयत		
Sugar candy P/	6 70	85		
Sugarcane P/	30 42.5	55		
Sugarcane juice P/	24 65	75		
Sugar clarifiers (chemical), N. Cl. C P/	24 85	100		
Sulphate of alumina P/ Inch des— Alumino ferric.	30 40	52.5		
Sulphate of salt P/	6 130	150		
Sulphate of soda P/	6 37.5	50		
Sulphate of zinc P/	6 100	120		
Sulphited cellulose extract P/	24c 47.5	60		
Sulphur P/ (See General Rule 49)	730 47.5	60		

Articles		General ficat		c ap	nima wo onditio plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	МG.	N. G.	
Sulphurous acid gas, compressed or liquefied (Sulphur dioxide)	p;d	150	180				international value of the second second second second second second second second second second second second
Sulphuretted hydrogen, compressed or liquefied	p ; <b>d</b>	150	180				
Surgical dressings	P/2A	130	150				
Surgical instruments	P/22	150	180				
Survey instruments and appliances, e	P/22	130	150	3			
Sweetmeats, Indian Includes— Cakes, Jalebies, Rosogollas, Sandesh, etc., (made of flour, sugar and ghee or oil and which are of an easily perishable nature) Laddoos.	P/22A	55	65				
	P/22	130	150				
Tabulating machines and parts	P/22	130	150				
Tallow	P/6	60	70				
Tamarind	P/5	60	70				
Tanning extract of all kinds.	P/5	60	70				
Tanstuff, N. O. C. i.e., bark, leaves, nuts, or fruits, used in tanning . P/S	5	32.5	42.5				
Tape, wool P/2		100	120	ļ			
Tapioca in tins P/2	22	95	110	1			
Tapioca, sundried P/c Includes— Tapioca chips.	6	55	65				

104

Articles	!	General ficat		ar C	nima we conditio oplicable on-load	ns e to	Remarks
	:	Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Tar	P/24	45	57.5				
Tarpaulins Includes— Water-proof gunny cloth.	P/6 ; S/5	95	110				
Tarstil	P/24	55	65				
Tarter emetic	p;d	150	180	]			
Теа	P/27	110	130				
Tea ches: fittings metal	P/22	70	85				
Tea chests, made up	••	55	65	3		İ	
Tea seed	P/22	100	120	Str			
Telegraph and telephone instruments	P/22	150	180				
Telegraph and telephone materials, N. O. C	P/22 ; S/14	95	110	k	1		
Telescopes	e; P/23	150	180	Ð			
Terebine or sundryers	p;d	80	95	1			
Terracotta ware	P/9	65	ia 375				
Thermite A. R. P. Bombs.	p;d	180				1	
Thread, sold or silver	e; P.22	150	180				
Thread, gold or silver imitation	P/22	130	150				
Tiles, common (Flooring)	P/20	60	70	İ			
Tiles, common (Roofing)	P/20	30 (OR)	(OR)				RR rates will be 20% higher.
Tiles, flooring, earthen	P/20	32.5	42.5				
Tiles, glazed and orna- mental	P/20	95	110				
Tiles, glazed, not orna- mental	P/20	55	65				
Timber N. O. C	••	40	52.5				
Tin dros: (containing not more than 50% tin)		85	100				

Articles		General ficat		ap	nima woonditio	ns to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Tin foil	P/22	110	130				
Tin ingots, sheets or blocks.	••	100	120				
Tinnedware, N. O. C.	P/22	95	110				•
Includes— Hand sprayers made of tinned plate or sheet							
Tinning materials	P/22	80	95		·		
Tin plate or tinned sheet scrap		32.5	42.5				
Tinsel	P/22	130	150	33			
l'insel, glass	e ; P/22	100	120	5.00			
Fipping wagons Inctudes— Tipplers.	••	75	90				
litanium potassium oxalate	p;d	130	150				•
Sitanium tetrachloride	p;d	180	117	1			
Title deeds	e ; P/22	150	180	<i>y</i> .			• •
fobacco, country, manufactured Includes— Biddy tobacco, i.e., broken or cut tobacco ready for use in making biddies. Hookah tobacco or tobacco which has been subjected to a certain aromatic process.	P/10	100	120				
obacco, country unmanufactured Includes— Cured or dried tobacco leaves separated from stalks. Raw tobacco (green tobacco leaves). Tobacco butts, Tobacco butts, Tobacco dust. Tobacco stalks.	P/7	95	110				

Articles		General ficat	ap	nima wo conditio plicable on-load	Remarks		
·		Wagon- loads	Smalls	B, G.	M. G.	N. G.	·
Tobacco, imported	P/23	120	140				egenetik diligiga esteratigasi esteri esteri esteriligis di
Toilet requisites, N. O. C. Includes— Brushes, hair, nail, shaving and tooth. Sanitary Towels.		100	120				
Toluol	p;d	100	120				
Tonite or cotton powder No. 1	p;d	180	••				
Tonite or cotton powder No. 2	p;d	180	rest)				
Tonite No. 3	p;d	180		3.			
•	P/22	95	110	9			
Includes— Boring tools. Hand punches.	0,		n Ul				
Tortoise shell	P/22	100	120				
Toys, bamboo, clay and wooden	P/22	47.5	60	)			
Toys, N. O. C	P/22	85	100			ļ	
Trailers, N. O. C.  Subject to a minimum weight for charge of 50 maunds for the first trailer loaded in 4-wheeled or 6-wheeled wagon and to a minimum weight for charge of 100 maunds for either one or two trailers loaded in a bogie wagon—For every additional trailer exceeding one in a 4-wheeled or 6-wheeled wagon and for every additional trailer exceeding two in a bogie wagon, the minimum weight for charge will be 30 meands.  If the number of trailers 6-wheeledwagon exceeds to bogie wagon exceeds to bogie wagon exceeds five the actual weight subject charge of 100 maunds powagon and 200 maunds programmed in the sumber of trailers of 100 maunds powagon and 200 maunds programmed in the sumber of trailers of 100 maunds programmed 200 maunds programmed 200 maunds programmed in the sumber of trailers of 100 maunds programmed 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 maunds 200 ma	wo and in the charges to a miner 4-whee	in the case will be lev nimum weig sled or 6-v	of a ried on ght for				

مريبي والمراجع والم والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع و							
. Articles			l Classi- tion	ap	nima wo onditio plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Treacle, refined in bottles or tins	P/22	100	120				
Trenails	P/5	55	65			j	
Trichlorethylene (Etheylene Trichloride)		130	150				
Tricycles, subject to a minimum weight for charge of 2 maunds per package	'	130	150				
Tricycles and scooters, children's, subject to a minimum weight for charge of 20 seers per		~F	S) _				
package		130	150	Ü			
Tricycles, component parts of		130	150				
Tri-nitro-toluol, commercially pure	p;d	180			ļ		
Trisodium phosphate	P/7Bc	55	. 65	}			
Trollies	f	120	140	1			
Trunks, N. O. C	P/20	110	130		-		
Tubes for firing explosives.	p; d	180	जयते	[	1	•	
Tubs, bath, earthenware or fire-clay	P/20	80	95		!		
Tubs, bath, enamelled	P/20	95	110		ĺ	i	
Tubs, bath, marble (including Baroda Green)	e ; P/20	100	120				
Tubs, bath, N. O. C	P/20	80	95	1	1		
Turmeric	P/6	70	85	-	- 1		
Turpene	p; d	100	120				
Turpentine, oil or spirits of Includes— Mineral turpentine. Mineral turpentine extract.	p;d	95	110				
Turpentine substitutes	p;d	· 80	95		į	1	
Tuthroots	P/5	80	95				
			_نس				

Articles			General ficat	Classi- tion	ap	nima wo onditio oplicable on-load	ns e to	Remarks
			Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Twine(string), N.O.C.	••	P/22	85	100				
Type metal dross	••	P/5	55	65	į			
Types	••	P/22	110	130			ĺ	·
Typewriting machines		P/22	100	120				
Umbrella, cotton or ar cial silk	tifi-	P/22	80	95				
Umbrella fittings	••	P/22	80	95				
Umbrellas, leaf	••	••	80	95				
Umbrellas, silk	••	e; P/22	100	120	3			
Unclassified goods. (See General Rule 73)	٠		180		300			
Urea		P/7	100	120				
Uranium exide	••	P/24c	130	150				
Valonia		P/5	100	120			·	
Varnish having a flash po	int			97/5	7	i		
below 200° fahr. but below 95° Fahr.	not •••	đ	75	90				
Varnish, N. O. C.	••	p;d	95	110				
Varnishes, nitrocellulose	••	p; d	150	180				
Vegetable Hack		p;d	95	110			·	
Vegetables, dehydrated Includes— Dehydrated cabbage Dehydrated potatoe	<b>.</b>	P/22	95	110				
Vegetables. N. O. C. Includes Cow-pga, green.	••	p ; P/5	42.5 (OR)	55 (OR)				RR rates will be 20% higher.
Veneers for matches	••	P/22	70	85				
Verdigris	••	P/24c	130	150				
Vermicelli	••	P/22	100	120	ļ			
Vermiculite, expanded	••	P/5	85	100	j	į		
Vermiculite, raw	••	P/5	80	95		:	:	

ANNEXURE XVI—contd.

Articles			l Classi- tion	a	nima w conditio plicable on-load	ns to	Remarks
		Wagon- loads	Smalls	B. G.	M. G.	N. G.	
Victor powder No. 2	p;	d 180					
Vinegar	P/2	4 80	95				
Vinesthene (Di-Vinyl Et	her) p;	d 150	180	].			
Vulcanizing solution, infi	lam- ·· p;	d 150	180				
Vulcanizing solution in inflammable (compo- of carbon tetra chloride similar non-inflamma solvent and rubber)	sed e or	4 100	120				
Wagons or vehicles railw	vay. P/20	Of 75	90	3		1	
Wagons or vehicles, R way, unassembled co ponent parts of	ail- om- P/20	Of 75	90				·
Walnut wood	••	. 80	95				
Includes— Walnut wood bark	P/5		0.00	\		l	
War rockets	p:	d 180		7			
Washers, coir	P/5	60	a = 70				•
Washers, paper	P/22	60	70				
Waste rock crystals	P/5	60	70				
Waste refuse	P/1	65	75		1		•
Watches	e;I	1 1	180		I		
Water Includes— Distilled water.	p;1		37.5				
Waterproof goods	P/22	100	120	ļ	İ		•
Waterproofing liqui powders or compoun non-inflammable		95	110				
Water softening materi (for water softening plan		80	95				
Wax cloth	P/6	100	120			1	
Wax manufactured, N.O.	.C. P/22	130	150		-		
Wax, refined, N. O. C.	P/22	100	120				

Articles		General ficat		ar	nima w condition oplicable on-load	ns e to	Remarks
		Wagon- loads	Smalls	B. G.	м. G.	N. G.	
Wax unrefined, N.O.C	P/5	80	95		!		
Weed killer, liquid, arsenical	p;d	100	120	ĺ	İ		
Weed killer, liquid, non-arsenical	p; d	55	65		-		
Weed killer, liquid (non-poisonous)	p;d	55	65	<u> </u>			
Weed killer (powder) arsenical	p;d	130	150				
Weed killer (powder) non- arsenical	p; d	65	75				
Wheels of all kinds (with or without axles attached),	8		ALEX.	5			
fitted with rubber tyres	P/20f	95	110				
Wheels wooden	••	47.5	60				
Whips	P/22	130	150				•
White arsenic	p; d	100	120		}		
White metal	P/7	100	120				
Window frames, glazed	P/20	100	120				
Wines (non-alcoholic) Includes— Asavas and arishtas (non-alcoholic Indian medicated wines).	P/24	100	120				
Wire, gold or silver imita-	P/22	130	150				
Wire, gold or silver plated	e ; P/22	130	150		-		
Wolfram		110	130				
Wood preservatives (non-dangerous)	P/24	70	85			The state of the s	
Wood wool (shavings)	P/5	60	70	5			
Wooden articles, N. O. C	P/5	55	65				
Wooden 'T' squares	P/22	100	120		Ì		

111
ANNEXURE XVI—concld.

Articles		General ficat		ar	nima condi oplica on-lo	าร	Remarks	
		Wagon- loads	Smalls	B. G.	М.	G.	N. G.	
Wool, full-pressed Includes— Wool undressed.	P/21 ; S/15	95	110					
Wool, half-pressed Includes— Wool undressed.	P/21; S/15	120	140					
Wool loose Includes— Wool undressed.	P/5; S/15	130	150					
Wool waste	P/5; S/30	95	110					
Xylol	p;d	100	120					
Yak tails	P/22	100	120					
Yams Includes— Dried yams,	P/5	45	57.5					
Yeast dry	P/22	80	95		1			
Zahir mohra khatai	e; P/22	150	180					
Zinc dross	P/7	65	75					
Zinc dust	p; d	130	150					
Zinc foil	P/22	110	130					
Zinc ingots or slabs		70	85					
Zinc ore Includes— Zinc blende.	P/30	60	70					
Zinc phosphide	p;d	110	130					
Zinc scrap	P/7	65	75					
Zinc sheets or rods	. P/1	75	90					
Zinc stearate	P/24c	130	150		Ì		;	
Zincware As under— Zinc pipes. Zinc tubes. Zincware, N. O. C.	P/22	95	110	Laboration demand				
Zinconium ore	P/30	60	70		.			